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SCOTTISH LETTER.

EDINBURGH CASTLE AND THE
NATIONAL WAR MEMORIAL.

REMOVAL OF THE GARRISON.

[FROM OUR OWN CORRESPONDENT.]

Edinburgh, May 9th.

For the first time in modern history Edinburgh Castle is to be left without a garrison. When Redford Barracks were constructed some years ago it was understood that for military purposes the barracks would take the place of the Castle as the headquarters of the Edinburgh garrison. In deference to widespread sentiment, however, it was arranged that at least a company of the Battalion forming the garrison for the time being would be quartered in the Castle. But this is now to be discontinued, and to the great regret of many Scots, only half-a-dozen men or so for sentry duty will garrison the garrison.

Consultations have been proceeding for some time in connection with the removal of the Castle. The National War Memorial, to be constructed within the Castle Walls. The removal of the Castle is a much less ambitious scheme than that first contemplated. It consists largely in the internal reconstruction of the "block of buildings on the north side of the Castle Square, with the addition to its fabric of an inconspicuous shrine, which will not affect the familiar outline of the Castle. It is understood that, after a careful scrutiny of the removal plans by the Ancient Monuments Committee, no objection has been made to the scheme.

APPALLING SOCIAL STATE OF DUNDEE.

A frightful state of affairs is revealed in the report of the Approved Societies as to the social conditions of Dundee—Jutephia, as it proudly calls itself from its staple industry. Industrial and social conditions are bad in many places throughout Britain, and there is bound to be some place where they are worst. That Dundee was that place was already evident in pre-war days from the high proportion of intending recruits for the Army rejected on medical grounds. The disgusting features are the extent to which Dundee is worse than any other industrial centre, and the absence of any sign of improvement in recent years. There is an mystery about the cause. For the explanation of the high incidence of sickness, disablement, and poor physique, one need not go further than the fact that the percentage of married women working is 11.1 in Dundee, as against 7.3 in Glasgow and 7.5 in Edinburgh. Among certain classes of workers in Dundee the women can earn more in the jute and flax mills than the men, and it is not uncommon for the husband to act as housekeeper while the wife and children go out to work. What this means can be readily divined by anyone with experience of life; and the effect is made worse by a low standard of living—due largely, the report points out, to an "early immigration of low type Irish"—by bad housing, ignorance of housekeeping and hygiene, and reckless increase of numbers. Some of the figures excite horror. For instance, 11 women are named who among them had given birth to 78 children, 19 of whom were dead—a death-rate of 62 per cent. One poor thing had given birth to twelve children, all of whom were dead. The state of things revealed in the report certainly calls for educative propaganda on a scale hitherto unattempted.

EMIGRANTS, NOT EXILES.

An attempt has been made to raise the old cry of "depopulation of the Highlands" in connection with the recent flood of emigration from the islands of the Hebrides on the West Coast of Scotland. But there is no truth or semblance of truth in the statement that the emigrants are being forced to leave the land they love so well to make room for larger deer forests as playgrounds for the men of wealth. What has happened is simply this. For the years of the war emigration from this country was suspended, hence great accumulation of arrears. Then trade has been so bad that many of the Hebrideans who found work on the mainland have been out of work since the cessation of the boom. Coming on top of that, and to complete the difficulties of those Western Isles, the herring fishing has suffered severe depression owing to the closing of the Russian and German markets. In former and normal times men were constantly leaving the Isles, but they went in twos and threes, and their departure was not noted. On this occasion Canadian emigrant agents, both for the voyage and for settlement, and the result has been a somewhat spectacular exodus of several hundred inhabitants. Indeed the agents have made a big advertisement out of the emigration, and already steps are being taken to tranship some hundreds of Hebrideans to Canada every year. The young leaven of who have just left were not exiles; they were not workers on the land, and probably had no intention of spending the years in a vain attempt to wring a meagre livelihood from an all but barren soil. Of course, they might have preferred to stay at home; but so would the millions of people who have left the British Isles of recent times, and the moving of more millions who have left the continent of Europe for the same reason—namely, to seek a more prosperous career in the New World.

A GOLFER FROM THE SOUDAN.

When Mr. G. B. Cole won the gold medal at the Spring meeting of the Honourable Company of Edinburgh Golfers, a new name fell to be added to the notable list of Muirfield Medalists. With ample justification he might claim the title of an all-round sportsman though he has played comparatively little golf of recent years. He is at present home on leave from the Sudan, where he holds a civil service post. Opportunities for practice out there are not frequent, but a small course in the district where he is located has enabled him to keep his hand in a little. Before the war the new gold medalist gained his Blue for golf at Oxford. In seasons 1912 and 1913 he played against Cambridge, and was captain of the team in 1914. Mr. Cole had also his Rugby Blue at Oxford, and when he was demobilised after the war it was on the Rugby field and at cricket that he earned distinction. Rugby followers will recall his fine works as a wing three-quarters in Scotland's national XV, and he also represented his country on the cricket field with credit.

(Continued at foot of next column.)

FUTURE OF THE EMPIRE
EX-PREMIERS VISION.

Mr. Lloyd George, addressing a crowded meeting at the City Temple on May 6th, under the auspices of the Colonial Missionary Society, said that empire in the past has been too much of a boast and too little of a trust. It was almost a new theory, this theory of trust. The first time it was embodied in a great international code was four years ago in the Treaty of Versailles, in the form of what was called a mandate theory. It was a trust not held for prestige, not held for profit, not held even to account to the British Parliament, nor even the British people, but a trust for humanity to be reported upon every year as to what you have done with the souls committed to the charge of the British Empire. (Cheers.)

Referring to the seven or eight millions of men who went from the British Empire during the war, the ex-Premier said, amid cheers: "Ah, how I wish there were just one word of appreciation of that fact in France and in Belgium. We are not a people who want push, but just one word. They never knew when the British Empire may be useful again. Under the blessing of God, its days are not over, and it will stand watch over freedom on earth as long as its might remains. (Cheers.) Those who dread the oppressor from the North or from the South, or from the West, will turn in subjectively to this Empire in the day of their fear, and they will not turn in vain. But those who have been redeemed from a tyranny that would have trampled them into the mire, saved through the strength of the Empire, if they would just recast one sentence of gratitude that will make us—The remainder of the sentence was lost in applause. The speaker opened up a vista of the power of the British Empire, of its splendours, of its possibilities, and of its resources. The need of man for more room would drive him farther and farther into the empty spaces of the earth. Cicero had said that States were made up of hearths and altars. These men, when they crossed the seas, would found hearths, but would they found altars? Upon the answer to that depended the greatness, the beneficence, the real glory not merely of the British Empire but of humanity itself. (Cheers.)

"This Empire is going to have a great influence upon the future of the world," concluded Mr. Lloyd George, "and if it is going to establish its real power it must rely on the means that have made it great in the past."

TAXPAYERS' INCOMES.

28,000 WITH OVER £5,000.

In the House of Commons on May 3rd, Mr. Baldwin, replying to Mr. Less-Smith, said that for the year 1921-1922 it was estimated that there were 28,000 persons with incomes exceeding £5,000, and with an estimated total income of £307,000,000. It was provisionally estimated that in the same year about 80,000 people with an estimated total income of £470,000,000 would be liable for super-tax. The estimated gross income brought under review for income tax and super-tax in Great Britain and Northern Ireland was £2,900,000,000. The actual income liable to tax before deduction of personal and family allowances and reliefs was £2,250,000,000, and the total taxable income on which tax was paid was £1,230,000,000.

A GREAT JOURNALIST.

Of very few men can it be said with truth, when they have passed away, that there is no one to take their place. But uniqueness of function was one of the outstanding characteristics of Sir William Robertson Nicoll, who died at the age of 71. For many years he has been a leading figure in Scottish ecclesiastical life, in the religious life of both Scotland and England, in literature, in journalism, and in British journalism. For nearly forty years the great journal with which his name was chiefly associated, *The British Weekly*, has been a household word wherever the English language is spoken, and has wielded a powerful influence of a powerful and unexampled kind in theology, literary taste, and even in politics. To have expressed and guided for so many years the opinion of what is after all the most influential class in Britain—the class that inherits the religious and social traditions of the old Scottish Presbyterians and the English Puritans—is an achievement that stamps Sir William Robertson Nicoll as one of the greatest journalists of our time. It was an achievement possible only to one who had been brought up in a Scottish country manse, in an atmosphere of books and of simple piety, who had survived the "literature and oatmeal" regime of a Scottish University, who had performed the duties of a country minister, who had won an early distinction both as a popular expositor and as an expert theologian, and in whom a prodigious receptivity and a lifelong passion for literature were combined with facility of expression and a prodigious power of work. No editor was ever quicker to discover merit, or more generous in its encouragement, and he never mistook a goose for a swan. Wonderful in any case, his career seems miraculous when it is remembered that he was a semi-invalid for the greater part of his life, and did a great part of his writing in bed. He was a brave man, dying practically in harness, and was a fine sample of the "son of a Scottish manse."

MASONIC BROTHERHOOD.

At the quarterly communication of Grand Lodge of Scottish Freemasonry, notice was given of a motion proposing that Grand Lodge should consider whether the holding of the British Empire Exhibition in London next year, which would be visited by thousands of Freemasons from overseas, would provide an opportunity, which should be taken advantage of to call a world conference of the brethren there in 1924 and, if so resolved, that the Grand Lodges of England and Ireland and other Grand Lodges should be approached with the view of enlisting their cordial interest in the matter. The question as to whether the motion was in order was raised, but it was stated that the matter was already before the Grand Lodge of England, and it was agreed to await developments, the motion being meantime dropped.

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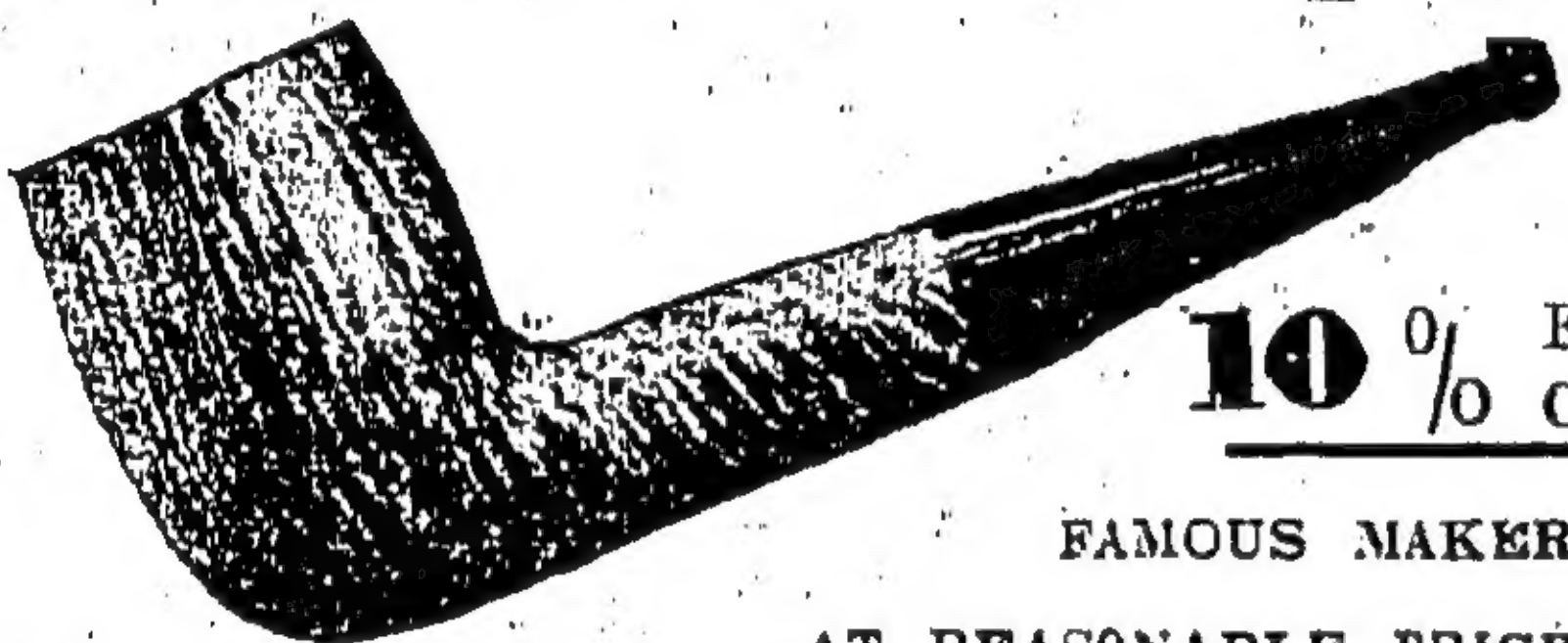
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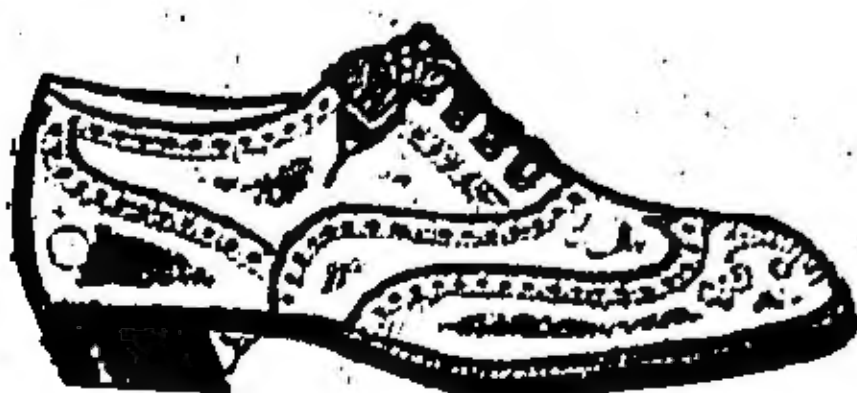
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AMERICAN VICTORY OVER
BRITISH GOLFERS.

CUP WON AT SANDWICH.

[BY GEORGE W. GREENWOOD IN THE
"DAILY TELEGRAPH."]

SANDWICH, May 2nd.

As I feared, the Americans have won the St. George's Challenge Cup, putting to rout the flower of British amateur golf. It is a sad business, but there it is, and we must try and put up with it. After all, it is only the preliminary skirmish to the championship, and the Americans have not yet got the last of our national trophies in their clutches. I must set down the facts. Dr. O. S. Willing, the Pacific coast golfer, tied with Mr. Francis Oumet at 151 for first place, with Mr. Bob Gardner, the captain of the visiting team, next, a shot behind. So the first three places were occupied by Americans—actually worse than the débâcle in the open championship at Sandwich last year, when Hagen won. Duncan tied with Barnes for second place, and Hutchison was third. It was quite an exciting day's golf, with innumerable Englishmen fighting breathlessly to put a spoke in the wheel of the invaders, only to fade away when the pinch came. The story starts with Mr. Oumet, who but for a piece of cruel ill-luck at the seventeenth, where his drive was entangled in a divot mark, would have won outright. So, instead of a four, he had to be content with a five, and that one shot robbed him of a single-handed triumph. But, like all good golfers, Mr. Oumet took his misfortune quite philosophically. Again he would have won outright if he had accomplished a four at the last—that "crucial stretch of ground measuring 434 yards from the tee to green, with its horrible flanking bunkers."

But as a matter of fact no one got a four. It seemed to be beyond the capacity of everybody. Duncan found it so when he had a four to tie with Hagen. Close on the heels of Mr. Oumet came our cherry friend, Dr. Willing, the dentist from Oregon, who, as one facetious person pointed out, "gets the snap in" at the moment of impact because of his long practice in pulling teeth. Dr. Willing was not quite so merry when he found his second shot at the fifteenth in the deep, sandy cavern in front of the green. He had played to avoid it, and to his astonishment he found himself in it. Now the doctor required a five and a four for the last two holes to beat his colleague, Mr. Oumet. He secured a five all right at the seventeenth, after topping his ball, but his brassie shot into the rough and had a nasty pitch over a bunker to negotiate. He there cut it too fine, and yet another of these American champions had to be content with a five. A few holes behind was Mr. Bob Gardner, requiring a couple of fours to win or a five and a four to tie. He failed to get his four at the seventeenth, because he hooked his drive into the hill, so he was left with a four to tie. Mr. Gardner hit a great toe shot to the last hole, took an iron, and, pulling it over so slightly to avoid the bunker on the right, found himself in the same little hollow that Hagen and Duncan were in last year on the left of the green. Like them, Mr. Gardner was short with his pitch up the bank, and was left with a three-putts putt. He missed it by a hair's breadth. This was a pity, because, while they were about it, we might just as well have had three Americans tying for the St. George's Challenge Cup as two.

THE ENGLISH HOPES.

Now our interest centred in Mr. Roger Wethered and the Hon. Michael Scott, both of whom had distinct chances of covering themselves with glory and honour, and incidentally of saving our faces. But they collapsed utterly—a collapse that was quite mysterious, especially in the case of Mr. Scott, the calm, imperturbable golfer whom an earthquake at his very feet would not upset. I will deal first with Mr. Wethered, who had made a superhuman effort to overhaul the enemy. Coming to the last two holes, he needed a couple of fours to tie—nothing at all tremendous for a man who can hit the ball as far as he can. But he hit two of the finest ever-point shots from the tee that I have seen for a long time—miles into the bents. So, instead of a couple of fours, he accomplished a couple of fearful sixes. Mr. Wethered had shot his bolt. As for the Hon. Michael Scott, he needed 30 for the last eight holes to win, or four over four, a trumper score for him. However, he finished in a perfect blaze of five and six, visiting on his adventurous way every known and unknown bunker on the links. It is far too terrible to describe, so I will leave it at that.

Mr. Jesse Sweetser went from bad to worse; in view of his brilliant performance at Rye during the week-end it is difficult to offer a reasonable explanation. Perhaps it is that he is a temperamental golfer; when things go well with him he is all smiles, but immediately the breaks go against him, as they say in America, it is quite another story. Mr. Sweetser never, in fact, finished the round for the purposes of scoring, and he tore up his card some way from home—an unusual occurrence for a national champion. He declared that if he missed another putt he would not try any further. He was as good as his word, for on the very next green he saw the putt sneak past the hole, and away went his card, torn into a hundred pieces. After that he played a few joy shots in the best manner of Bobbie Jones, the while his partner, Mr. Mellin, was plying along in the heat and the stress of the day. "I am sadly in need of practice," explained Mr. Sweetser. "and besides," he added, "this is not the real thing; that begins next week-end." No doubt he is right, but I must say that if he is to win the British championship he will have to give a far better display of golf than he has done in the last two days.

Cyril Tolley was another of the very distinguished golfers who threw up the sponge in the middle of the round. This is unlike Mr. Tolley, who always fights like a tiger to the bitter end. I was disappointed, because, knowing his qualities when in a tight corner, I had looked to him to keep the Americans at bay. But, after completely misjudging the shot required at the short eighth—he took a spoon instead of an iron, and was miles over the green, requiring five strokes to hole out—he quitted the business. "What's the use of going on when you are out of it?" said Mr. Tolley.

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G. C. Manford (Luffness New)	86	86-172
Capt. C. Hutchison (R. St. George's)	83	89-172
Stuart Forsyth (Edinburgh Burgess)	87	86-173
R. H. Howie (Beaconsfield)	89	84-173
H. R. Johnstone (U.S.A.)	83	90-173
Capt. A. G. Pearson (Sunningdale)	87	86-173
Major H. A. Boyd (Portmarnock)	88	85-173
Walter Wright (Hendon)	87	88-173
R. Roosevelt Scovel (R. and A.)	87	87-174
P. Stanley May (R. Ashdown Forest)	88	88-174
Arnold H. Read (R. St. George's)	85	90-175
A. W. S. Aldridge (Leatherhead)	92	84-176
P. Clough (Bradford)	88	88-176
H. J. Carter (Coombe Hill)	84	92-176
G. Rennie (Royal Aberdeen)	90	87-177
J. S. F. Morrison (Sunningdale)	91	92-183

HONGKONG SHARE MARKET

CLOSING QUOTATIONS.

JUNE 11th, 1933.

Union Insurance	225 h.
Hongkong Fire Insurance	465 h.
Shanghai Dock	33 1/2 b.
Hongkong Hotels	26.95 b.
Humphreys Estates	23 1/2 b.
Ewo Cotton Mills	14.60 b.
Oriental	5.80 b.
Cement	27.70 b.
Dairy Farm	25 1/2 b.
Waterworks	18 b.
Watsons	18 1/2 b.
Hongkong Electric	31 1/2 b.

b—buyers; s—sellers; ex—sales.

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IN
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UNTAMEDA Startling Romance of The West.
The Story of Three Inseparable
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[3]

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SHIPBUILDERS AND ENGINEERS
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PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 40 KNOTS.
TURBINES AND RECIPROCATING MACHINERY AND PROPPELLERS
MARINE AND STATIONARY OIL ENGINES
8 TO 90 H.P.
MOTOR VEHICLES 2 TO 6 TONS.
WATER-TUBE BOILERS.

For QUOTATION, APPLY—
ROBERT DOLLAR BUILDING,
SHANGHAI.

Its sure to rain again!
BUY A
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NOW

Specially made for us to withstand the peculiarities of the climate.
Light in weight, very durable and guaranteed waterproof.

\$27.50 each.
A FEW SPOTTED "BERRIBYS" AT \$55.00 each.

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Never Too Hot—Loose Fitting



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Coat Cut Undershirts and
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Union Suits
\$3.50 a Suit.

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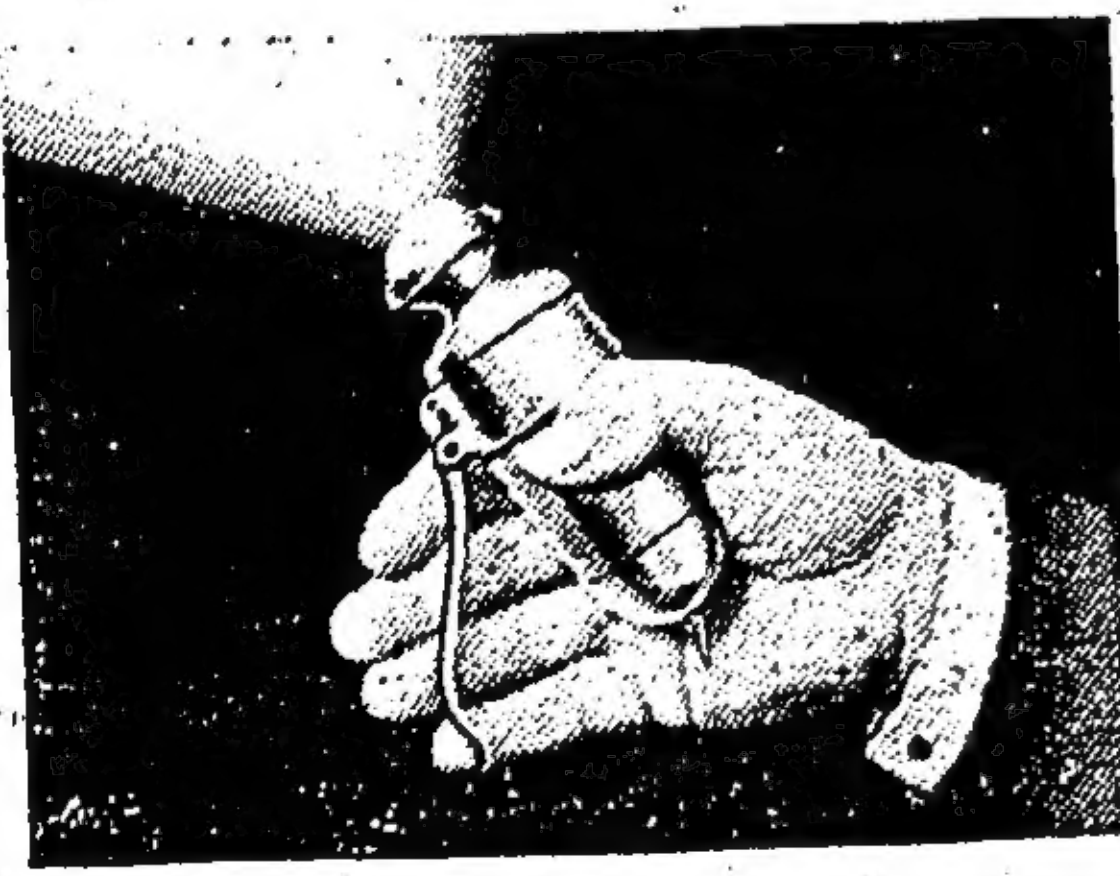
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NIPPON YUSEN KAISHA.
PRESIDENT OF COMPANY ON
SHIPPING OUTLOOK.

Mr. Yonjiro Ito, President of the N.Y.K. addressing the shareholders at the half-yearly meeting in Tokyo, in May 21st, reviewed conditions in the shipping world.

The shipping business at the world over during the year under review, he said, unfortunately continued to be in a very depressed condition, if it was not even worse than ever. The Company's business, suffering accordingly, with the result that the net earnings for the term were even less satisfactory than for the previous term. With the exception of the European and Near East Services, the freight earnings were on the whole decidedly unsatisfactory. Although the amount of cargo handled thereon was considerably less, owing to the continued demoralization of market rates. As regards the passenger business, the President said that both the number of passengers carried and the earnings thereon unfortunately did not reach the good record obtained in the previous term, but showed a decrease of 25 per cent. in the number and 12 per cent. in the earnings.

Adding to the net profit aforementioned a sum from the Dividend Equalization Fund, it was proposed to declare a dividend of 15 per cent. per annum, as for the previous term.

In spite of the opinions lately expressed by certain authorities, that the shipping depression has now reached its very lowest, he considered that the market was still hovering towards a lower tendency. The statistical facts would show that whereas, on the one hand, there existed on per cent. more tonnage in the world's shipping, actually available for ocean cargo traffic than in previous days, the movement of cargo was thirty per cent. less. The deficit of the American shipping subsidy scheme did not appreciably affect the market, the United States being evidently determined to maintain in all respects the trunk services now working under the direction of her Shipping Board. The economic condition of Europe continues to be in a state of upheaval, he said, in an even worse state than ever, judging from recent developments. With these facts before us, it is difficult, the President said emphatically, to expect an early recovery.

As a means of stabilizing the freight rates under these difficult circumstances, the Company's policy lately had been to conduct its business with the increased spirit of co-operation with its conferees, amicable understandings having been arrived at with the other steamship interests, with a view to avoiding a ruinous rate war. He was glad to observe that the leading steamship lines were inclined to a similar attitude, and that the spirit of co-operation was generally the order of the day in the shipping world.

THE HALF-YEARLY REPORT.

The following is the business report for the term:

The Company operated during the term 110 vessels of its own, aggregating 573,000 tons, and 20 chartered vessels. The passengers carried numbered 91,000 and the cargo amounted to 2,388,000 tons, while the total mileage covered was 2,616,000 nautical miles.

The coastal trade was, on the whole, active in both passengers and freight, there being an increase in the number of passengers carried.

The Japan-China service, with the exception of the North China route, showed an increase in both passengers and freight, although there was a decline in freight rates.

The South Pacific service was generally active in passenger and freight traffic.

On the Bombay service there were large shipments on the outgoing voyages, while on the return voyage the shipments of raw cotton were so active that several special vessels were temporarily placed on the route. The number of passengers also showed an increase.

On the Calcutta service, business was somewhat depressed on the outgoing voyages, but on the homeward voyage full cargoes were carried.

On the London service there were abundant shipments on the outgoing voyages early in the half-year, but towards the end of the period the shipments showed a decline owing to the unsettled conditions in European politics. On the return voyage the cargo business was unusually dull, but the number of passengers increased.

On the Liverpool service the liners called at intermediate ports of call as far as possible on the outgoing voyages, and were thus able to secure abundant cargo; but in the latter part of the term the volume of goods handled fell off considerably. On the homeward voyages the shipments were dull in the beginning of the term, but later the situation improved.

On the Hamburg service, the vessels called at as many ports as possible on the outward voyages. On the return voyages good business was done in cargoes, but since the issue of the Ruhr question business was only nominal.

On the American service business was depressed on the outgoing voyages, but on the return trip there were brisk shipments of wheat, flour, timber, salted fish, etc. The number of passengers diminished considerably.

The New York service was active on the outgoing voyages in the beginning of the term, but towards the end of the term the business declined. On the homeward voyages there were abundant shipments of iron, raw cotton, etc.

On the South American service, the shipments of cargo were less on the outgoing voyages, and freight rates dropped. On the return voyage the shipments were also small, while the number of passengers diminished.

(Continued at foot of next column.)

CHINESE EMPIRICAL
MEDICINE
VINDICATION IN THE
LABORATORY.

Some of the "old wives' cures" that are despised by science are found after all to have real value. It was mentioned at a meeting of the Asiatic Society in London not long ago that quinine had long been known as a "native" medicine before Western doctors would consent to use it, and some of the medical speakers at the meeting, having some acquaintance with Hindu modes of thinking, expressed the opinion that some of these would be found to be of value to be found even in Chinese medicine. In fact many Chinese who prefer to trust their native drugs. A recent remarkable vindication of what was considered "a bit of Chinese quackery" is recorded by Dr. C. H. Barlow in the *China Journal of Science and Art*. He writes:

One day, while rowing along in my boat on a canal in Soochow, I noted, with a good deal of interest, a man who held a tall basket. He was at a distance, but I could make out that he was emptying some living things from the basket which were swimming away in every direction from the shore. My curiosity being aroused, I asked my boatman what the man was doing, eliciting the following information: "The man is a Hindu priest who is laying up merit by collecting toads from different localities and then liberating them in a safe place."

Being interested in Herpetology and desiring to see the variety of toad he was letting go, I directed the boatman to row over to where he could see the creatures more distinctly. When we arrived I found the surface of the water alive with specimens of the big Asiatic and pure pandas I suppose you know in my boat.

On arriving in Soochow, and telling my teacher of the experience, he informed me that the man was not a priest but that he was a doctor and that he had been keeping the toads to get medicine from them. Many a time have we all seen on the tables of the street doctors the skins of toads, dried and used for medicine. The teacher also informed me that the medicine obtained from the toad is a very efficient heart remedy and described the method of securing it. The toad is held firmly in one hand, while the biggest wart-like swelling just behind the eye is touched lightly with a hot iron, whereupon a whitish juice is exuded by the toad. This is scraped off and put on to a glass plate, and another toad is taken and the operation repeated, till there is a good supply of the white juice. This is then allowed to evaporate slowly to a powder, which is used to make up into pills and solutions as a heart remedy. On asking my teacher whether it is a really beneficial remedy or not, I was assured that it is a very valuable remedy indeed. This information, I am afraid, I took with a grain of salt.

Now the story changes a bit in its external features, but not in its essentials. Soon after the above experience I noted in my Journal of the American Medical Association the following account:

"Two experimenters at the Rockefeller Research Institute in New York City, experimenting with *Rana asiatica*, found that by stimulating the parotid gland of that toad by means of electricity, they obtained a white secretion, the active principle of which they have named Bufin, after the toad. On experimenting with bufin on animals, it was found to be almost identical in its physiological action to digitalis. It has been added to our pharmacology as a useful drug."

Thus does the laboratory vindicate empirical medicine of the century-old Chinese system.

CEBU CEMENT.

Major Hutchinson of the Quartermaster Corps, U.S. Army, having been asked by Washington to report on the production of Portland cement in the Orient has submitted his report to the Governor-General. He went to Cebu, accompanied by Mr. C. F. Massey, president of the Cebu Portland Cement Company, where the firm's plant recently put up at Naga was inspected. According to him, the plant should produce cement at the rate of 1,000 barrels a day, or a little over 200,000 barrels a year, the importations of Portland cement into the Islands averaging 400,000 barrels a year.

Imported cement is quoted in Manila at present from P9 to P11. Information obtained from official sources is to the effect that the Cebu Portland Cement Company can turn out cement at P4.50 a barrel. The Government has entered into a contract with that Company for the supply of the product at that price.

Major Hutchinson in his report says that having regard to the advantages the Company enjoy, he sees no reason why the Company cannot produce an excellent grade of cement at a cost which will enable it to undersell any competitor in the Philippine Islands or in nearby countries which import their cement.

On the Australian service, shipments were only nominal on the outgoing voyages, but on the return voyage there were big shipments of wool, etc. The number of passengers showed an increase.

On the Calcutta-New York service the vessels on the outgoing voyages carried full cargoes, and on the return voyages the lines passed through the Suez Canal for the purpose of securing as much cargo as possible.

During the term under review the new steamers *Nagasaki Maru*, *Shanghai Maru* and *Kobe Maru* were built, and three more vessels are under construction.

UNEMPLOYED EUROPEANS.
STORY.NIGHTS SPENT TRAMPING THE
STREETS OF HONGKONG.

A sad story was told at the Magistrate's yesterday morning by Arthur Hulce, an American citizen born of British parents who was charged with being a vagrant.

Questioned by his Worship (Mr. J. R. Wood), Hulce stated that he arrived in Hongkong from the North about two and a half months ago in search of work. A commercial traveller by profession, he had scoured in vain, and he had spent the past few nights wandering the streets of Hongkong till daylight arrived. He had lived thirteen years in China, mostly in Shanghai and Amoy, and married. He had trouble with his wife, and left her in Amoy with her mother, and their two children. He had been employed with the Asia Life Insurance Company at Chang Chow, but the soldiery had interfered with his duties so that he was unable to do anything at all. On the way down to the coast from that town, soldiers had boarded his train and taken all his papers from him. Some they kept, some destroyed, others they scattered all over the railway carriage floor. During the time he had been in Hongkong he had been befriended by a European, but otherwise he had to fend for himself.

Inspector Cockle told his Worship that owing to Hulce's American citizenship he did not think he would be able to get him a ship. He had approached the American Consul on the man's behalf, and the American Consul would do nothing for him.

The Worship gave instructions for Hulce to be kept at the Seamen's Institute for a week; and he asked Inspector Cockle to call on him at half past nine this morning when they would see what could be done for him.

It was stated that Hulce was born in New Jersey, and was thirty-two years of age.

CHINESE NAVAL PAYMASTER
AND HIS REVOLVER

A remarkable story was told to his Worship (Mr. R. F. Lindell) at the Magistrate's yesterday morning by a Chinese charged with the unlawful possession of an automatic revolver and 41 rounds of ammunition.

The defendant frankly admitted possession of the arms, but stated that he was in the Chinese Navy at Amoy, and only having recently come from there he knew little of Hongkong laws.

"Are you a captain, then?" asked the Magistrate.

"No," came the reply, "I am a clerk."

Further questioned on the point, prisoner said he was a paymaster.

"But why are you going to Canton?" asked his Worship again.

"To draw pay for the Navy."

"Really? Not much hope there, I should think."

"Maybe," answered the defendant in his own dialect, "but there is less hope in Amoy."

"Why do you take a pistol along with you?" (His Worship went on). "A paymaster is a non-combatant."

The naval man raised his eyebrows. "In a place like Canton, why not?"

Sergeant Fallon, prosecuting, stated that the arms were hidden in the prisoner's basket. When arrested he had only 16 cents in Hongkong money, and 80 cents Canton money. He believed the man's story.

His Worship fined the paymaster \$250, and gave him the option of three months' hard labour.

THEFT OF BAGS OF FLOUR
FROM A STEAMER.

Stealing bags of flour from the holds of the *s.s. Hun Yang* and coolly carrying them into a sampan lying alongside was the crime charged against three Chinese at the Magistrate's yesterday morning, before Mr. J. R. Wood.

Mr. M. M. Watson who appeared on behalf of Messrs. Butterfield and Swire, asked for a formal remand. He added that some complications had arisen as the result of which it might be necessary to drop the charges against two defendants.

Mr. D. H. Blake, representing two of the prisoners, offered no objection to an adjournment.

Inspector Spear said the men were found on the steamer's deck on Sunday morning removing the bags of flour into the sampan. The steamer was tied up to a buoy.

The case was put over until Wednesday, bail of \$1,000 each being allowed.

MORE STREET FOOTBALL.

A FURTHER CULPRIT BROUGHT
TO BOOK.

Having played football in the street to the annoyance and interruption of traffic, a small Chinese boy was brought before Mr. R. E. Lindell at the Magistrate's yesterday morning and fined three dollars.

Sergeant Elston stated that the offence took place in Wardley Street.

"The same old Sunday game?"

"Yes, your Worship," said the "Sergeant."

"But," he hastened to add, "in this case there was a lot of traffic about."

A Chinese detective stated that the defendant was playing with a number of other small boys, and ran to pick up the ball. As he did so a car coming along in his direction had to swerve to one side to get out of the way.

The crime having been brought home, his Worship inflicted the fine.

THE PENINSULAR & ORIENTAL
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AND LONDON.

THE Steamship

"JEYPORE"

carrying His Majesty's Mails, will be despatched from this port at Noon on SATURDAY, the 15th JUNE, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipping to the on-carriage Steamer for Marseilles and London. Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to—
MACKINNON, MACKENZIE & CO., Agents.
Hongkong, 11th June, 1923.

THE BEN LINE STEAMERS, LTD.

From LEITH ANTWERP, MIDDLESBRO',
LONDON AND STRAITS.

The Steamship "BENAVON"

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 28th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst. at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. LTD., Agents.

Hongkong, 5th June, 1923. [914]

S.S. "CHILL"

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES

NOTICE

CONSIGNEES OF Cargo from MARSEILLE, etc., in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on a subsequent steamer, if received from the Consignees before Noon, To Day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, Goods remaining undelivered after the 12th inst. at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 16th inst. or they will not be recognized.

All damaged packages will be examined on Tuesday, the 12th inst. at 10 A.M. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER, Acting Agent.

Hongkong, 6th June, 1923. [921]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.CONSIGNEES per Company's Steamer
"BIBESUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 8th June.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival, to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 14th June, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 28th June, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th June, 1923. [930]

THE VALUE OF GOOD SIGHT

cannot be over-estimated. Sight stands for everything that is valuable or enjoyable in life. You cannot tell if your eyes are right; you may see well yet have defective eyes. If you wish to have your eyes tested, the Refracting Room of The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians—the most competent optical establishment in South China—located in 53, Queen's Road Central—is at your service. They have the equipment to test your eyes accurately.

Testing the sight and fitting glasses is their specialty.—Advz.

[101]

NEW ADVERTISEMENTS

NOTICE

THE OFFICE AND STATION OF THE CHINESE MARITIME CUSTOMS FOR KOWLOON AND DISTRICT WILL BE CLOSED TO PUBLIC BUSINESS ON MONDAY, the 18th INSTANT.

C. THORNE,
Commissioner of Chinese Customs,
Kowloon and District.

York Building,
Hongkong, 11th June, 1923. [939]

HONGKONG REALTY AND TRUST COMPANY, LIMITED.

NOTICE

NOTICE IS HEREBY GIVEN that the MEMBERS of the above Company, pursuant to Section 98 (3) of the Companies Ordinance 1911, will be held at the REGISTERED OFFICE of the Company, FOWLER'S BUILDING, Des Voeux Road Central, Hongkong, on MONDAY, the 26th day of JUNE, 1923, at 12 Noon.

By Order of the Board,
WALTER J. HAWKER,
Acting Secretary.

Hongkong, 12th June, 1923. [938]

NOTICE TO CONSIGNEES
The Steamship "EGREMONT CASTLE"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 12th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to suit.

All claims against the steamer must be presented to the Underwriter on or before the 26th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 18th inst., at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.

941]

RICKMERS LINE.

NOTICE TO CONSIGNEES.
FROM ANTWERP.

THE Steamship "SOLVIKEN"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignee's risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before noon today.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on 18th inst., at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to suit.

Consignees of cargo are hereby notified that they must produce an import permit signed by the Superintendent of Imports & Exports, Hongkong, before bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
CARL BODIKER & CO.'S
HAMBURG-AMSTERDAM (LTD.),
Agents, Rickmers Line.

Hongkong, 11th June, 1923. [937]

HUGO STINNES LINE.
NOTICE TO CONSIGNEES.

THE Steamship "EMIL KIDORE"

having arrived, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Company's godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 18th June, 1923, will be subject to suit.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 10th June, 1923, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 26th June, 1923, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

REUTEL BROCKELMANN & CO.,
Agents.

Hongkong, 12th June, 1923. [942]

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS LOCAL NEWS.

The Paper to send Home.

INTIMATIONS

G. R. NOTICE.

OWNERS and DRIVERS of MOTOR VEHICLES are requested to note that, on Traffic Posts where Traffic Lights are established, the Lights will be used, both by Day and Night, for the purpose of Regulating Traffic with effect from the 15th INSTANT.

E. D. C. WOLFE,
Captain Superintendent of Police.

8th June, 1923. [926]

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE FORTY-SECOND ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. JARDINE, MATHESON & CO., LTD., Pedder Street, Hongkong, on THURSDAY, 14th JUNE, 1923, at Noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be closed from the 7th June to 28th June Both Days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 28th May, 1923. [887]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that Certificate No. 8773 for 380 Shares numbered 7151 to 7230, 4791 to 4799, 110632 to 110678, 12988 to 12997, 8151 to 8173, Certificate No. 8774 for 200 Shares numbered 5581 to 5600, 37101 to 37200, Certificate No. 8775 for 50 Shares numbered 89451 to 70000 all registered in the Name of Mr. LAM CHOR YIN have been LOST or DESTROYED; and should these Certificates not be produced to the Company before the 7th day of JULY, 1923, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 7th June, 1923. [922]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Office of Messrs. JARDINE, MATHESON & CO., LTD., Pedder Street, Victoria, in the Colony of Hongkong, on THURSDAY, the 14th day of JUNE, 1923, at 11.30 o'clock in the Forenoon, when the Subjoined Resolutions which were passed at Extraordinary Meetings of the Company held on Friday, the 25th day of May, 1923, will be submitted for confirmation as Special Resolutions:

- 1.—That each of the existing 50,000 Fully Paid Up Shares of \$100 each constituting the Company's present Capital of \$5,000,000 be divided into Four Fully Paid Up Shares of \$25 each so as to make such Capital of \$2,000,000 consist of 80,000 Fully Paid Up Shares of \$25 each.
- 2.—That after the division aforesaid, the Capital of the Company be increased from \$5,000,000 consisting as aforesaid, to \$10,000,000 divided into 400,000 shares of \$25 each by the creation of 200,000 New Shares of \$25 each—40,000 of such New Shares to be issued with and allotted in accordance with the clause eight of the Conditional Agreement for the amalgamation with this Company of the Hongkong Central Estate, Limited, duly approved at an Extraordinary General Meeting of the Company held on Thursday, the 3rd day of May, 1923, and the balance thereof to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit.

Dated this 26th day of May, 1923.

By Order of the Board,
J. S. GREENHILL,
Secretary.

[82]

CHINESE GOVERNMENT RAILWAY

CANTON-KOWLOON LINE.
(CHINESE SECTION).

WITH the approval of the Ministry of Communications, SUPPLIERS of TRACK SLEEPERS and BRIDGE and CROSSING TIMBERS are hereby invited to submit SEALED TENDERS in DUPLICATE, which should be clearly marked "TENDERS FOR SLEEPERS" and addressed to the MANAGER, DIRECTOR, CANTON-KOWLOON RAILWAY, Chinese Section, Canton, to the Railway Head Office not later than 11 o'clock in the Forenoon of WEDNESDAY, the 18th day of JULY, 1923.

Specification and full particulars may be obtained by application to the Railway Head Office, Canton, on the deposit of \$3,000, which will be refunded on the submission of a bona fide tender.

Tender must be made in the Form at the foot of the Specification, which must be returned undelivered.

The successful Tenderer will be required to sign a Formal Contract and to furnish a Bank Guarantee of 10 per cent. of the Value of the Contract for the due and Proper Performance of the Terms of such Contract.

The Railway does not bind itself to accept the lowest or any tender.

THE HEAD OFFICE,
CANTON-KOWLOON RAILWAY,
Chinese Section.
Canton, 8th June, 1923. [933]

LADIES and GENTLEMEN Suffering from any kind of Disease, however complicated and long-standing the case may be, are requested to write present condition of the disease. Full particulars of treatment, advice, etc., free under cover. "Star" Works, Braden-square (H.P.), Calcutta (India). [105]

INTIMATIONS

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

No. 8, Des Voeux Road. Telephone No. C. 4306.

BUYERS of
HONGKONG CONSTRUCTIONS.
HONGKONG REALTY.
HONGKONG TRAMWAYS.
STAR FERRIES.
WATSON'S.
YANETSE INSURANCES.
COLONIAL DISPENSARIES.
KING'S.
20 M. Y. SAN & COMPANIES.
HUMPHREYS ESTATE.
H. & S. BARKES.

SELLERS of
CHINA SUGARS.
HUMPHREYS ESTATE.
H. & S. BARKES.

[107]

PARTICULARS OF VALUABLE LEASEHOLD PROPERTY

State
No. 13, WING KING STREET, VICTORIA, HONGKONG.
To be Sold by Order of the Mortgagee By PUBLIC AUCTION, IN ONE LOT On THURSDAY, 14th DAY OF JUNE, 1923, at 3 o'clock P.M. By Messrs. LAMBERT BROTHERS At Their Office, DUNDAS STREET.

THE Property consists of First ALL THAT piece or parcel of ground situated at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2183 together with the messuages, erections or buildings thereon now known as No. 13, Wing King Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2183 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises at 1 at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from Messrs. HASTINGS & HASTINGS Solicitors, 8, Des Voeux Road Central, and Messrs. LAMBERT BROTHERS Auctioneers.

TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor. Apply UNION INSURANCE SOCIETY OF CANTON, LTD.

TO LET.

SEVEN-ROOMED DETACHED HOUSE with Tennis Lawn and Garage for Two Cars. Apply to PERCY SMITH, SETH & FLEMING.

OFFICE WANTED.

ONE LARGE ROOM or TWO SMALLER ROOMS, preferably on Ground or First Floor, in Centre of City, Required, as Offices about June.

Write "Z" Daily Press.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—X, E, XL, XX.

LOST.—From 136, The Peak, Black and White FOX TERRIER PUPPY, Aged Six Months, Name "PETER." Telephone 148, THE PEAK. Reward will be Paid. [95]

FOR SALE.—One MOTOR BOAT, 40 h.p. Kermath Engine, Electrically equipped, Length 30 Feet, Speed approximately 12 Miles per Hour. Can be seen on application to B. CHRISTIANSEN in Liquidation, SHAMEN, CANTON. [94]

WANTED.—By End of June or July, Ten to Twelve Rooms, UNFURNISHED HOUSE with Tennis Court preferred. Apply, stating Location and Rental, to YAMASHITA KIEN KOYO KAISHA. [93]

WANTED.—Experienced "STENO-TYPIST (Female) seeks POSITION, Local or Coast Port. Satisfactory Reference. Apply Box X.J., c/o Daily Press Office. [92]

BURGLAR ALARMS, \$3 each. RAMSAY & Co., 10, Beaconsfield Arcade. [89]

TWO LET.—EUROPEAN FLATS in Lee Building, Wanchai Gap Road. Apply to 32, Kennedy Road. [88]

ON SALE.

HONGKONG HANSAARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1921.

Revised by the Members.

PRICE ———— \$5

DAILY PRESS OFFICE.

INTIMATION

DEWAR'S

"WHITE LABEL"

FINEST

SCOTCH WHISKY

OF GREAT AGE.

Awarded 50 Gold and Prize Medals.

FROM

Messrs. JOHN DEWAR & SONS, LTD.

PERTH, SCOTLAND.

By Royal Appointment to His Majesty the King.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

Wine and Spirit Merchants.

TELEPHONE No. C. 616

BIRTH.

Died.—At Shanghai, on June 6th, to Mr. and Mrs. A. T. DALL, a daughter.

DEATHS.

BOTTLE.—At Shanghai, on June 6th, JOSE MARIA BOTTLE (Messrs. Albert & Co.), aged 63.

BRECK.—At Shanghai, on June 6th, MAUDIE PHLOMENA, wife of Mr. J. W. BRECK.

Hongkong Office: 10A, Des Voeux Rd., C.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 12th, 1923.

MIRACLES EXPECTED IN CHINA.

PRESIDENT LI YUAN HENG has declared that he is determined not to leave the Presidential chair until the Constitution for China has been settled by Parliament.

Mr. CHANG SHOU TSENG, who has just resigned the Premiership after holding office but a few weeks, also apparently looks upon the National Constitution as the cure for all China's ills.

When we are told that wholesale bribery has been necessary to get members of Parliament to show any interest in the enactment of a permanent Constitution, the supreme faith of the President and the late PRIME MINISTER in this legislation is hard to understand. The greater part of the Constitution was settled by Parliament six years ago, and a Constitution Drafting Commission—which appears to consist of the whole of the members of Parliament—has had the remaining articles under consideration for quite a long time. Interest in the matter has flagged, and the Government, in its eagerness to get the complete Constitution on the statute books, has deemed it advisable and necessary to offer members of Parliament, already

receiving an annual salary, substantial addition monetary inducements to attend these special sittings. No sooner had this decision been announced than the attendance at the sessions of the Constitution Drafting Commission went up with a bound. From an average attendance of 200, it is stated that the attendance at these sessions suddenly increased to 700, and the Chinese Press of the North anticipate, with obvious sarcasm, that the attendance is not likely to fall below that in future. We may conclude, on precisely the same line of reasoning, that the larger attendance will considerably prolong the discussions, and, consequently, swell the dimensions of the bill on the Exchequer for services rendered by these servile politicians. "What," very pertinently asks one Chinese contemporary, "will the country now, and for generations to come, think of a Constitution bought and paid for at the price of \$170,000 a month in the form of subsidy to members of Parliament?" Well, if the mere act of getting the "Permanent Constitution" definitely placed on the statute book would do for the country all that the President and the late PRIME MINISTER anticipate that it will, the country—meaning all citizens who have any respect for law and order—would undoubtedly consider the "Permanent Constitution" cheap at the price. According to a statement made by the President, the issues at present in controversy in the framing of the Constitution relate to provincial self-government. A chapter of the Constitution has to define the powers of the Central Government and the Provincial Governments, and the fight is between provincial self-government and the Tschun system. The late PRIME MINISTER believes that when the Constitution is promulgated the time will have come for the disbandment of superfluous troops. "As soon as that new comes," he says, "namely after the new President has been installed under a Constitution, these militarists will be willing to disband their troops and a permanent settlement of many national difficulties will be effected." He is also satisfied that "China will be unified, as a matter of course, when the country has a President elected under a National Constitution." It is a comfortable belief for which we fear, little or no support is to be found in a survey of the situation in China. Who is to be the first President "elected under a National Constitution"? Apparently all the wires are being pulled, and a good deal of money seems to be offering to ensure that the successor of President LI YUAN HENG shall be the Super Tschun of Chihli, Tiao Kuo. We recall all the bright promises of reunification, disbandment of superfluous soldiery, and the establishment of peace that were made with such confidence when President LI YUAN HENG took office a second time. These have all been falsified by events, and we doubt if any of them would be brought any nearer by the appointment of a Super Tschun as his successor, even though in the meantime the outgoing President has been able to purchase for the nation a "Permanent Constitution." Miracles of this kind are not wrought in these days.

PROPERTY SALES.

STEADY BIDDING AND GOOD PRICES.

Seven properties situated at Praya East were sold by auction by Mr. George Lammeret at the auction rooms of Messrs. Lammeret Brothers, yesterday afternoon. There was a fairly large attendance, and bidding was brisk though unexciting. The late fetched good prices.

The first lot put up was a lot at the junction of Praya East and Stone Nullah Lane, comprising an area of 1,034 square feet. The Crown rent was \$17.00. When first offered to bidder was found, and the lot was held over till the end of the sale. This time it was knocked down to Mr. Tse Yan Pak for \$23,000.

Lot No. 2 was No. 55, Praya East, having an area of about 884 square feet, situate next to and on the east side of the first lot. The proportion of Crown rent payable in respect of the property is \$16.70. This lot was also sold to Mr. Tse Yan Pak, the price being \$28,300.

Lot No. 3 was No. 70, Praya East, similar in every respect to the former lot, and Mr. Tse Yan Pak was again the purchaser, the property being knocked down at \$27,700.

Lot No. 4 was No. 77, Praya East, identical in every way with the preceding lots. Under a misapprehension Mr. Lum Chun bid \$27,700 for the lot, believing it to be No. 80, Praya East. Consequently, the property was put up a second time, and on this occasion went to Mr. Lai Shui, who was acting as agent for others for \$27,000.

Lot No. 5 was No. 78, Praya East, and was purchased by the Mr. Tse Yan Pak for \$27,000.

The sixth lot, No. 79, Praya East, was knocked down to Mr. Chung Ting Chiu for \$27,000.

Lot 7 was No. 80, Praya East, in the same block as the other lots, but having an area of 1,034 square feet. The property was knocked down to Mr. Tam Chun for \$31,100.

CROWN LAND SALE.

A sale of Crown land was also held yesterday afternoon at the offices of the Public Works Department. The property was Rural Building Lot No. 221, situated north-west of Rural Building Lot No. 136, Stubbs Road, and having an area of about 50,000 square feet. The annual Crown rent was \$172, and the upset price \$4,200. Bidding was fairly brisk, and the property was knocked down to "Dr. Herbert, To. of Queen's Buildings, for \$10,000.

COMMERCIAL FAIR AT MACAO.

We have been informed by the Consul-General for Portugal that a Commercial Fair will take place at Macao to run for a period of fifteen days from October 4th, next. The Fair will be open to foreign merchants and a special pavilion for their exhibits will be provided gratuitously by the Government. Those who wish a special separate pavilion for their exhibits will be granted the necessary space free of charge but the pavilion should be of simple construction and not very costly. Exhibits, including these intended for sale, are to be admitted free of all duties.

SPECIAL ATTRACTIONS AT THE WORLD THEATRE.

A great diversion is offered to the patrons of this theatre for four days. Two special pictures will be screened. "The Untamed," a William Fox production, will be showing during the Matinee, commencing to-day (Tuesday), and the inimitable Charlie Chaplin in "The Pilgrim," will constitute the 0.15 performance.

"The Untamed" is a startling romance of three strange comrades—a man, a horse and a devil of a dog. Tom Mix is the leading star in this picture. One of the sensational scenes in "The Untamed," is a jump Mix makes through a closed window of the sheriff's office in making his way from a frantic crowd to the jail to release a prisoner. Mix plunges throughout the window, breaking the glass and carrying the sash with him, down ten feet to the rain-soaked ground. Mix did the jump entirely unprotected except for gloves and ordinary clothing. He carried with him every pane of glass, and the window glass was of the old-fashioned kind with small panes, making the effort to break and the danger of splintering all the greater. He landed without a scratch. The whole story is splendidly arranged.

CABLES.

(THROUGH ROUTE'S AGENCY.)

BULGARIAN REVOLUTION.

BULGARIA GETTING BACK TO NORMAL.

Sofia, June 10th.
Colonel Yankov has been appointed Minister of War and M. Kalaf Foreign Minister.

The only casualties in the revolution up to the present are four policemen and one soldier, killed in an exchange of fire between the troops and the police when the capital was occupied.

Isolated disturbances, due to agrarian opposition, have occurred in a few places in the provinces. Besides, examiners of the peasant associations and other agrarians have been arrested. They will be tried on a charge of committing acts of violence.

The Minister of the Interior has ordered local councils not to interfere with the right of assembly or the liberty of the Press. Martial law has not been proclaimed and telegraphic and telephonic communications are uninterrupted. Normal conditions have been restored everywhere.

A SEARCH FOR STAMBULISKY.

BELGRADE, June 10th.
The new Bulgarian Government has instituted a search on a large scale for ex-Premier Stambulisky.

MISGIVING EXPRESSED IN LONDON.

London, June 10th.
Balkan experts in London regard the Bulgarian revolution as a disquieting factor. In this connection it is thought possible there may be a repudiation on negotiations at Lausanne, as the revolutionaries are credited with being in touch with the Germans, Turks, and Bolsheviks.

The real cause of the coup is said to be resentment against the Macedonians at the recent Serbo-Bulgarian arrangement for stamping out the activity of the Bulgarian Communists in Siberia and Macedonia.

REVOLUTION MAY HAVE FAR-REACHING EFFECTS.

Paris, June 10th.
The Petit Journal says that Zankov, to retain power must strengthen the army, which would evoke protests from the Little Entente. The newspaper wonders whether the Turks will be able to resist the temptation of profiting by the potentialities of the new situation.

The Petit Journal and the Gaulois both emphasize the fact that the new Government is composed of those who threw Bulgaria into the War on the side of Germany.

NEW GOVERNMENT WARMLY WELCOMED.

Sofia, June 10th.
The overthrow of the Cabinet has been warmly welcomed all over the country. A Ministerial statement declares that no force can shake the new Government, which is consolidated by the general will of the people, and will re-establish the constitution under a true democratic regime.

A large crowd demonstrated before the British, French, Italian and American legations. M. Lazaroff has assured the representatives of the Powers that the Government firmly desires to safeguard peace. Two new Ministers, visited heads of the diplomatic missions and assured them of the Government's pacific intentions. The former Ministers of the Cvetkoff and Malloff Cabinets have been released.

MISGIVINGS IN SERBIA.

BELGRADE, June 10th.
The Cabinet met as usual as the news of the revolution in Bulgaria was received. Official circles take a grave view of the situation, and say the revolution is a Bulgarian domestic concern but the Serbian Government could not remain indifferent if the policy of the new Bulgarian Government infringed the provision of the Neuilly Treaty.

NEW GOVERNMENT'S STRONG POSITION.

London, June 10th.
The Bulgarian coup d'etat was apparently not entirely the bloodless affair which Sofia messages convey, although the opposition was small. Belgrade reports that a semi-official message states that there were eighty police casualties and a hundred arrests, besides those of examiners and Agrarian deputies.

LATEST CABLES.

PROHIBITION ON VESSELS.

LINERS' LIQUOR SUPPLIES LOCKED UP.

New York, June 10th.

The lines *Carmania*, *Celtic* and *Feather* arrived with liquors locked up. The Customs officers immediately sealed them.

FRENCH AND BRITISH VESSELS ACCIDENTALLY FIRED ON.

It is reported that coastguard cutters, when firing in the darkness, on rum-runners, accidentally hit some French and British ships which were lying among the liquor fleet, carrying away some rigging.

EARLIER CABLES.

COMMISSIONER EXPRESSES SATISFACTION.

WASHINGTON, June 10th.
Mr. Haynes, the Prohibition Commissioner, in his annual Report, expresses a fair degree of satisfaction at the liquor prohibition enforcement in the United States, and generally hopes that increased co-operation by the local authorities will leave the Federal officers free to deal with the larger conspiracies. He adds that the adverse sentiment is principally confined to the eastern seaboard, although there are certain cities where local conditions make the problem difficult.

HELP FOR AUSTRIA ENGLAND DOES HER PART.

London, June 10th.
The Austrian Government Loan issue in England, amounting to £120,000,000 at six per cent, at a price of eighty, has been subscribed. The list closed this morning.

OIL IN MESOPOTAMIA.

STRIKE BY ANGLO-PERSIAN COMPANY.

BAGHDAD, June 10th.
The Anglo-Persian Oil Co. has struck oil in considerable quantities at Mandali, Mesopotamia.

ACCIDENT TO "BALTIC" WHITE STAR LINER STRIKES SUBMERGED WRECKAGE.

London, June 10th.
The White Star liner *Baltic*, 20,000 tons, which left Queenstown yesterday bound for New York, has struck some submerged wreckage and is returning to Liverpool.

EARLIER CABLES.

BRITISH LINER SUNK.

PASSENGERS AND CREW ALL RESCUED.

London, June 10th.
The five thousand ton Brockbank liner *Albatross*, voyaging from Calcutta to London, is ashore at St. John's Island in the Red Sea, and is sinking. Another steamer, twenty miles off, is proceeding to her assistance.

THE RUHR OCCUPATION.

TWO FRENCH SOLDIERS SHOT.

Paris, June 10th.
Two French non-coms were assassinated in the streets of Dortmund yesterday evening. No details are to hand.

OBITUARY.

M. PIERRE LOTI.

HENDAGE, June 10th.
The death has occurred of M. Pierre Loti.
[Pierre Loti (Louis Marie Julien Vian), the well-known French writer was born in 1850, and entered the French navy in 1867, rising to the rank of captain. He served in the Tonkin campaign, travelled extensively in the East, and wrote many novels. His stories of Japan (especially "Madame Chrysanthe") published in 1887 are still widely read and appreciated. M. Vian ("Pierre Loti") was made a Commander of the Legion of Honour in 1910.]

FAR EASTERN CABLE NEWS.

(THROUGH ROUTE'S AGENCY.)

JAPANESE ARRESTED.

REPORTED CAPTURE BY BANDITS CONFIRMED.

PEKING, June 11th.

The reported capture of one Japanese by the bandits at Changli, near Peking, has been confirmed. The outrage occurred on the night of June 8th, when the Japanese was carried off to the mountains seventy miles to the north Changli.

FLOATING DOCK FOR SINGAPORE?

London, June 10th.

The world's largest floating dock, surrendered by Germany under the Peace Treaty after being rendered partially useless, is being prepared at Chatham for special naval work. It is reliably believed that this giant dock is intended for the new naval base at Singapore. Eight hundred men are restoring the damage. The dock will be capable of receiving the largest battleship afloat, also two new giants, the *Nelson* and the *Rodney*.

THE BANQUE INDUSTRIELLE TRIAL.

Paris, June 10th.

In the Banque Industrielle de Chine case, M. Poincaré, replying to the reference to 'imprudently-granted credits, declared that such credits had not been extensive. The profits of the bank in December 31st, 1919, had exceeded by 22 million francs what had been shown in the balance sheet. The Doyen declared that this did not constitute the real profits, but only a reserve intended to meet fluctuations of exchange.

THE LINCHING CAPTIVES.

TO BE RELEASED ALMOST IMMEDIATELY.

PEKING, June 11th.

A telegram from Lincheng reports that the process of enrolment of the bandits in the national army has been practically concluded but the bandits desire three days extension of time in which to complete their own affairs, including the liberation of the captives, which is expected to take place to-day or to-morrow.

A LETTER FROM MR. MUSSO.

SHANGHAI, June 10th.

Letters received yesterday from Mr. Musso, one of the captives of the Lincheng bandits, are most pessimistic. Mr. Musso declares that the reports of their release within two or three days is "tommy-rot." They will be kept several weeks yet if things are not taken seriously.

Mr. Musso writes:—"It is hell here, every day, every hour and every minute. Some of the bandits who are guarding us suffer from dysentery, two neutly, and another suffers from an unmentionable disease. They use our towels, glasses, cups, pillows, and drink from our bottles. There are millions of flies, and the temperature is 133."

"Mr. Solomon and I are suffering from malaria. While the Chinese Government are playing at politics we are suffering."

Mr. Musso concludes by describing how the drunken bandits occasionally fire their automatic pistols at random, constantly endangering the lives of their captives.

FLEET STREET'S "PANTHEON."

Vigorous Burnham, unveiling a memorial tablet to the late Sir Edmund Robbins (formerly manager of the Press Association) in St. Bride's Church, Fleet-street, on May 9th, said it was hoped that as the years went by it might be possible to link up in spirit and in truth that church, the church of Fleet-street, with the tumultuous profession in the midst of which it was situated. There was a plan on foot for making it the Pantheon of the Press, and for having there tablets and perhaps even monuments which would recall the memory of those who had deserved well of the Press and of the public they served. He concluded with a tribute to the life and work of Sir Edmund Robbins, referring especially to his energetic and patriotic work during the war.

AHEAD OF THE MAIL.

(FROM INDIAN PAPERS.)

ATTACK ON BROADCASTING.

LONDON, May 10th.

A further attack has been made on the British Broadcasting Company, in the decision of representatives of 14 different Associations representing the whole entertainment world, to have nothing to do with the Company. None of their members will be allowed to perform for broadcasting. The meeting also decided not to give evidence before the Postmaster-General or the Broadcasting Committee, until the Entertainment industry is represented on the Committee.

The decisions are stated to have been adopted owing to the injury already done to the Entertainment industry by broadcasting.

The Broadcasting Company is undaunted at the action of the theatrical managers and declares that it will easily find its own stars. It denies that broadcasting has injured the theatre.

The London Labour Party has issued a manifesto condemning the monopoly in broadcasting. It proposes that broadcasting should be publicly controlled and owned, and strongly advocates the licence system against the present system of taxes on sets and accessories.

BRITISH EMPIRE EXHIBITION.

LONDON, May 11th.

A firm of solicitors announces that, on instructions from Mr. S. W. Brauer, they have issued writs against the British Empire Exhibition, claiming £7,500 damages for breach of contract and pay for promotion expenses, and secondly, against Lord Edward Patrick Mowbray, Sir John William Taverne, and Colonel Henry Walter George Cole for damages for alleged malicious wrongs and alleged conspiracy.

It is understood that many prominent people, including ex-Cabinet Ministers, will be concerned.

WAR TIME INVENTIONS.

LONDON, May 10th.

The Royal Commission on Awards to Inventors heard a claim in respect of smoke screens for the protection of infantry by Captain Heaton Armstrong, of the Deccan Horse. The claimant's counsel stated that 20,000 smoke candles, on the lines suggested by Captain Armstrong, were used by the War Office. Captain Armstrong did not claim that the idea of a smoke screen was new, but that his screen was new. Counsel for the Crown said that he could prove that smoke screens were known in 1529.

Lieut. General Sir M. F. Rimington said that General Foch and Sir Henry Wilson investigated the idea of smoke candles in 1913 and thought it good. Witness used a smoke screen in South Africa, burning dry grass.

Colonel Francis Adams, of the Deccan Horse, said that there was no merit in the invention because the officers thought early in 1915 that they could beat the Jockeys with shells, and certainly they would not smoke.

Counsel for the Crown submitted that, although Captain Armstrong's invention was useful, and his persistence praiseworthy, he was not entitled to an award, because there was nothing new in it.

The Commission's decision will be promulgated.

THE WAR AGAINST LEPROSY.

LONDON, May 20th.

At the annual conference of the Royal Institute of Public Health this week, Sir Leonard Rogers, the authority on tropical medicine, describes the new treatment for leprosy.

It has been discovered that leprosy is caused by a bacillus indistinguishable from the bacillus from the tubercular bacillus. It has also been proved that the leprosy bacillus can be destroyed by an injection of oils. These discoveries are the result of 20 years' work by Sir Leonard Rogers and his colleagues at the School of Tropical Medicine, Calcutta. In the past, the trouble has been that early cases of leprosy have been concealed, as the sufferers have feared life-long imprisonment in a leper hospital. Now that they know that they can be cured, they are coming forward for treatment.

It is believed that in the course of a few years, the disease may be completely stamped out.

NEW TYPE OF BULLET FOR BISLEY.

LONDON, May 20th.

The new stream line rifle bullet will be used in match rifle competitions at Bisley this year, with a muzzle velocity of 2,800 feet per second, elevation at 1,100 yards, and 33 minutes compared with 68 minutes for Mark Seven. The bullet will shoot into a two foot circle at a 1,100 yards range, 19 times out of 20, on an easy day, from the shoulder of a good shot, compared with only 16 out of 20 with the stream line bullet tried last year.

CHINESE IN CANADA.

SIR EDMUND WALKER'S VIEWS.

Sir Edmund Walker was the chief speaker at an impressive meeting held in Toronto on May 2nd to protest against the Bill now before Parliament imposing further restrictions upon Chinese immigrants. The meeting urged the Government to delay the Bill, which has now passed its second reading, and to make further investigations into the whole question.

THE SWEEPSTAKE DISPUTE.

YESTERDAY'S EVIDENCE.

Further evidence was taken at the Chinese Club last night before the Board of Arbitration in connection with the rival claims of Mrs. Violet Chan, of Hongkong, and Mr. Chik Soong Ling, of Shanghai, to the winning ticket No. 3068, of the Chinese Club Sweep-stake for the Hongkong Derby. The amount at stake is over £50,000.

Mrs. Violet Chan is represented by Mr. Ebelly Zeitlyn and Mr. Chik by Mr. C. G. Alabaster.

Mr. Sidney Quinn was re-examined last evening by Mr. Zeitlyn as to his interview with Dr. Kwan on his return from Shanghai. Mr. Quinn stated that the interview only lasted 5 minutes.

Mr. Zeitlyn: Is there any truth in the suggestion that there was something in this interview which would prejudice your case?

Mr. Alabaster: That is a leading question.

Mr. Zeitlyn: That is a question for the legal adviser to settle.

A few moments later Mr. Zeitlyn asked Mr. Quinn: You have been urging an enquiry into this matter all along?

Mr. Alabaster: All these are leading questions and I must protest.

Mr. Zeitlyn said that Mr. Alabaster had transgressed all the points of the law in conducting his case and had sat with his "tongue in his cheek" throughout.

Mr. Alabaster: All the evidence is being put into his mouth and all the witness has to answer is "Yes."

The Chairman thought the questions did not arise in cross-examination. "Why not call Dr. Kwan in this connection?"

Replying to a question as to the alleged intimidation of Mr. Chik Soong Ling and as to whether he had said anything that would embarrass Mr. Chik in prosecuting his claim to the ticket, the witness said that he had been advised by his solicitors not to take steps of any kind that would be of prejudice during the hearing of the case.

Mr. Quinn's evidence concluded with a cross-examination by the Chairman as to Mr. Quinn's interest in racing. He said he was not a racing man and took no interest in racing at all. He had been to the races in Hongkong. The last race he attended in Hongkong was in 1922.

The Chairman: I put it to you that the fact that you bought three books of tickets shows that you take a keen interest in racing?—Oh, Mr. Mok asked me to take them on condition that if I did not sell them I would return them.

You didn't take the trouble to return them.

The next witness called was Chu Li Chou who described himself as an official in the employ of the Chinese Government of Canton as Secretary of the Military Rice Bureau. In support of this Mr. Zeitlyn produced what he described as an "official despatch" from Canton.

Mr. Cheung thought the despatch need not be put in as it was delaying the proceedings of the Court. He was quite prepared to accept his statement that he was an official from Canton.

Mr. Zeitlyn: By so doing I suppose I am providing fuel for my learned friend's palling fires.

The witness gave evidence as to buying ticket No. 03080 on the 5th or 6th of January last.

Later the Chairman asked: Are you in the employ of General Chen Kwong Ming?

The Witness: No.

Was General Chen in Canton when you received this despatch?—(No answer).

Was the headquarters of Dr. Sun established in Canton on 5th January?—This is an official despatch. It was not issued by the Generalissimo.

Witness went on to say it was a despatch from General Wong Sui Kit.

The Chairman: Was he in Canton on January 5th?—Yes.

Was he under Dr. Sun Yat Sen or Chen Kwong Ming?—Under Dr. Sun.

Do you not know that Dr. Sun did not go to Canton until after the Chinese New Year?—I don't know that.

Did you know that an enemy of Dr. Sun was in Canton at the time and that Canton was under the control of General Chen?—Whether it was under the control of Chen or not I don't know. All I know is I received the despatch on January 5th.

Then you didn't know who brought the despatch down from Canton?—A friend brought it down to me.

How could you have a despatch from Canton. How can you be called to Canton by Wong. Chen and he were enemies?—Well if I go up to Canton I did not show the despatch.

The Chairman:—Then it is no good telling us you got an official despatch from Canton?—Yes I had to get in accordance with that despatch. It asked me to go up and I had to go up.

CULTIVATION OF ORANGES.

SUCCESS ATTAINED IN SINGAPORE ORCHARDS.

Mr. F. G. Spring writing in the *Malayan Agricultural Journal* for April says:—It is generally considered that the Malay Peninsula is not suitable for the growing of oranges. The orange is frequently cultivated, particularly by Chinese, but the varieties are not of good quality; they are of the green type which do not turn yellow and are, as a rule, too acid for dessert purposes being more suitable for the making of cooling drinks. Fruit culture until quite recently has received little or no attention as regards propagation, tillage, manuring, pruning, pests and diseases; and it is too much to expect that any crop will improve under neglected conditions.

A few residents, however, have taken a keen interest in the cultivation of fruit trees and special mention might be made of Mr. Tan Chye Siam of 302, Jervois Road, Singapore, as having had great success in the growing of oranges. The writer visited his orchard recently and was much impressed with the results obtained. Seven years ago Mr. Tan Chye Siam commenced propagating the trees by marcotage from oranges grown in Singapore. The parent trees are of the ordinary type grown in this country but precaution was taken to select the best yields and healthiest trees for marcotage purposes.

The improvement of the stock is due to a number of factors. The mother plants were well cared for and the land maintained in a good state of tillage. Lalang and other noxious weeds were eradicated and the ground tilled periodically. The trees, therefore, were more suitable for propagation purposes than those growing under neglected conditions. The marcotted plants come into bearing in about three years; this is a very much shorter period than that taken by seedlings to produce fruit; soil conditions, however, appear to have considerable influence.

The oranges now obtained are very different to those of the original stock. They are of the yellow type and, in size, are about equal to that of the best imported varieties. The flavour is good, although perhaps not up to the standard of the first class oranges but considering the progress made in so short a time it is not improbable that ultimately the flavour will compare favourably with fruits grown in other countries. The oranges are very juicy and contain a small number of seeds. The plants are at present yielding an average of 200 catties of oranges per tree. There is a ready market for them and it is to be hoped that the industry may develop to such an extent as to render the importation of oranges unnecessary.

The writer does not wish to be too optimistic as to the future of the crop but the results obtained in this orchard in Singapore are sufficiently promising to warrant the cultivation on a large scale.

NEW PICCADILLY CIRCUS.

FAMOUS FOUNTAIN MAY GO.

Plans have now been completed for the reconstruction, above and below ground, of Piccadilly Circus, one of the most famous traffic centres in the world.

The plans provide for setting back the frontages at the Swan and Edgar corner of Piccadilly and Regent-street, setting back the County Fire Office corner of Regent-street and Windmill-street, the construction of subways, and a large central underground tube station. They necessitate the removal of the most notable feature of the circus, the Shaftesbury Memorial Fountain. The Westminster City authorities are understood to favour its removal to the Leicester-square garden.

In this event another home must be found for the Shaftesbury Monument which now occupies the centre of Leicester-square.

The Piccadilly Circus fountain, with its little cross, God of Love, and his bow, was erected in 1893 as a memorial to "the good earl," Lord Shaftesbury, whose philanthropic work for the poor was the admiration of the mid-Victorian world.

The construction of subways leading to the tube station from every corner of the square will enable the Westminster Council to transfer the traffic lines and reconstruct the refugees. The main entrance to the tube station will still be on the Criterion side of the circus.

Architects and others concerned with the beautification of cities view with concern the haphazard manner in which rebuilding is taking place in London, and urge that the Government should appoint a commission of experts to guide and advise owners and others in their building so that the new London which is arising out of the old may be a worthy Imperial city.

"London," said Mr. Henry Aldridge, secretary of the National Housing and Town Planning Council, "is not an ordinary city—it is the heart of the Empire and should be made worthy of it. If a calamity like the Great Fire overtook us again, we should be in exactly the same position, with no definite scheme of rebuilding to turn to and no Christopher Wren to devise a scheme as he did at the request of Charles II. after the Great Fire."

Dr. Kwan, President of the Club, gave evidence, and recorded an interesting conversation between himself and Sydney Quinn which took place in the Chinese library on March 6th. Mok was present at the time. "I asked him," said witness, "who owned the winning ticket. He replied, 'I do not know, maybe my sister Chan.' I asked him where were the counterfoils and he said, 'They are lost.' I then asked him where were the others, and he said 'They are lost also.' I asked him whether he had reported it to anyone and he told me he had reported it to Mok before he went up to Shanghai. Then I asked Mr. Mok, 'Why did not you report this to us,—the Committee?' He replied that he did not know which counterfoils were lost."

Dr. Kwan went on to say that he afterwards saw Wong Mun Tin, and asked him to publish a list of the winning numbers. He told witness that he could not do that because he did not know who held the winning ticket. Finally they decided to merely publish a statement to the effect that the ticket had been sold through Sydney Quinn.

Other witnesses followed, including Mr. Hing Cheung, the honorary secretary.

(Continued at foot of next column.)

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MASONIC GIRLS INSTITUTION

£30,000 FROM THE LODGES.

The Royal Masonic Institution for Girls held its 133th anniversary festival on May 9th at the Connaught Rooms, Great Queen's Street, W.C., when there was an attendance of over 1,000. The president of the festival was the Duke of Richmond and Gordon, Provincial Grand Master of Sussex, but owing to ill health his Grace was not able to be present, and the chair was taken in the main hall by his Deputy Provincial Grand Master, Major R. Lawrence Thomson.

Success to the Royal Masonic Institution for Girls was proposed by the Chairman. He recalled that in 1788 the institution was founded in St. George's Fields with fifteen girls; to-day there were 333 girls in the school at Clapham Junction and the junior school at Wybridge, while a system of out-education had been established whereby about 630 additional girls were being educated near their own homes. The examination results of the school were excellent, as in the Cambridge Local last year the percentage of passes for all England was fifty-seven, while from the Masonic Girls' School forty-six girls were entered and forty-four passed, with nineteen honours and forty-one distinctions. Each year the committee had to spend over £30,000 above the assured income of the institution, and that amount had to be made up by the voluntary subscriptions of the members of the order.

Mr. Maurice Boucher, secretary of the institution, in announcing the result of the festival, stated there were twenty-seven lists from London lodges totalling over £250, the chief lists being those of the following lodges: (Gallery) (L250), Borough of Bethlemgreen (L245) Mandala (L268), Mor of Sussex (L262), and Camden (L1475). A record was created by the fact that every District Grand Lodge overseas was represented, besides the two movable military lodges, and lodges not under districts, at Baghdad, Constantinople, Cyprus, Montevideo, and Zanzibar.

Sussex lodges sent a number of large lists, the principal being those of the following lodges: Royal York, Brighton, L258; Tyrinn, Eastbourne, L262; Union, Chichester, L265; Earl of Sussex, Brighton, L1270; and the Friendship, Worthing, L1730. The last-named was the highest list ever brought up by a single lodge for the institution. The Royal Arch Chapters and Knight Templar Preceptories also substantially assisted, while the Provincial Grand Master's list of £2,708 included a donation from the province, £900 from the India of Sussex, the Sussex Provincial Association of Benevolence, and contributions from each of the fifty-two lodges in the province.

Of the other provinces the chief lists came from Nottinghamshire, L1,080; Hertfordshire, L1,215; Middlesex, L1,238; Leicestershire and Rutland, L1,512; Surrey, L2,185; and Kent, L2,897.

The grand total was announced as follows:—

London	2,022	Stewards	£32,140.2.0
Provinces	2,200		£47,007.10.8
Districts			
Overseas	25		£1,045.13.8
	4,247		£50,253.13.1

Of which total Sussex collected £2,688. 6. 2d. at the hands of 1,267 stewards, being the highest total the province has ever sent to the institution.

Special commemorative jewels were presented by the chairman to the two chief Stewards of the festival: Mr. W. H. Jordan, of the Friendship Lodge, Worthing, and Mr. C. W. Hamilton, of the Camden Lodge.

Mr. T. H. Gardiner, President of the Board of Stewards, returned thanks for the magnificent total announced, and stated that it was intended to provide a fund to move the school to a suitable place in the country; in order to accommodate a larger number of girls.

COLOSSAL EARNINGS OF SCREEN STARS.

ASTONISHING figures of the earnings of film stars were given on May 9th, by Mr. J. D. Williams, late general manager of the First National Picture Corporation, at the Federal Trade Commission's inquiry into the operations of the film trade.

Mr. Williams said that Chaplin, six years ago obtained £215,000 for eight pictures, Mary Pickford received £70,000 each for three pictures, Norma Talmadge £32,000 each for eight, and £70,000 each for twelve pictures, while Constance Talmadge received £22,000 each for twelve films and £30,000 apiece for twelve more.

Katherine Macdonald received £20,000 each for six pictures, Charles Ray received £20,000 per picture, Anita Stewart from £18,000 to £20,000 King Vidor £15,000, Mildred Harris and Jack Pickford £10,000 each.

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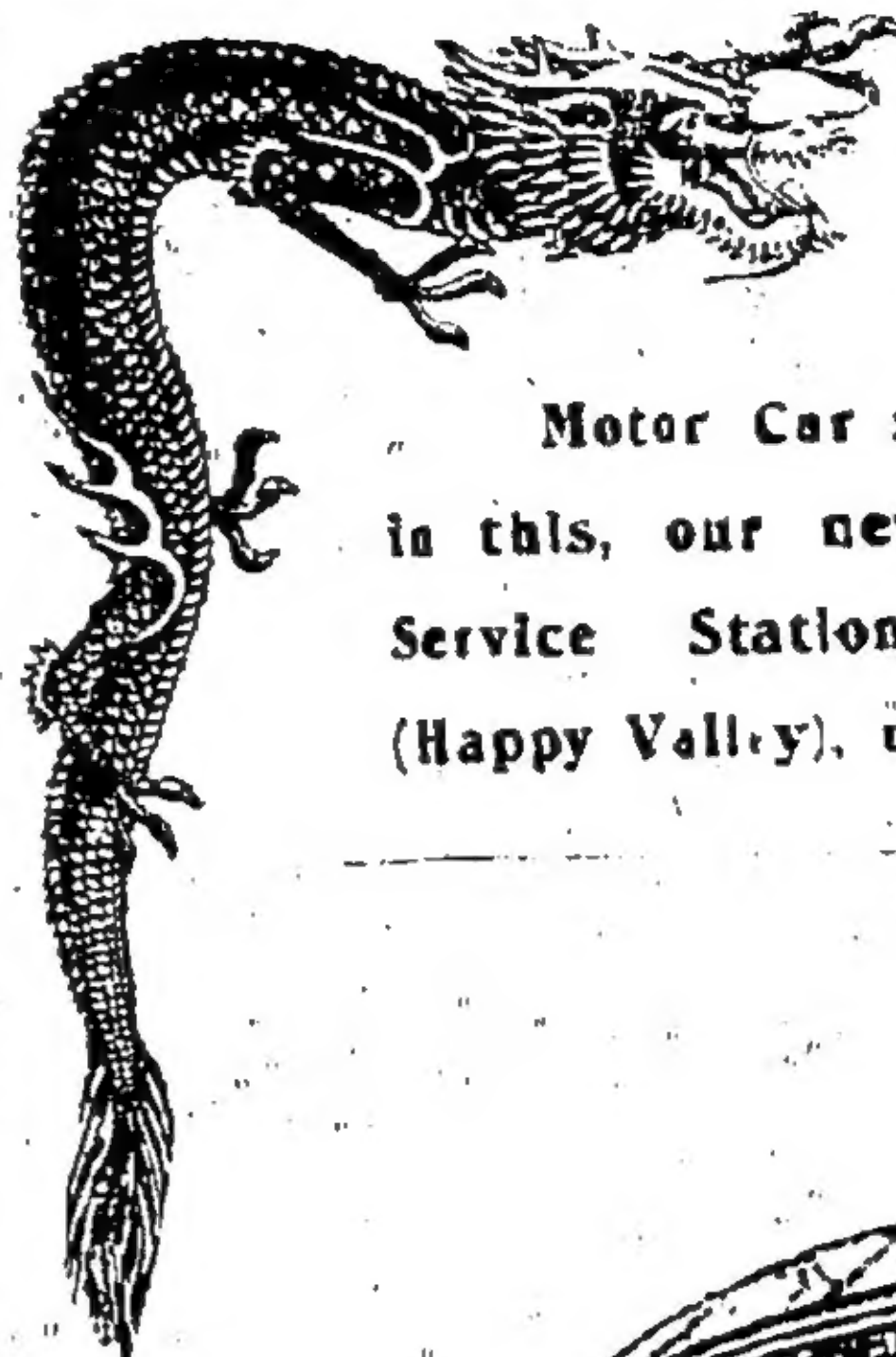
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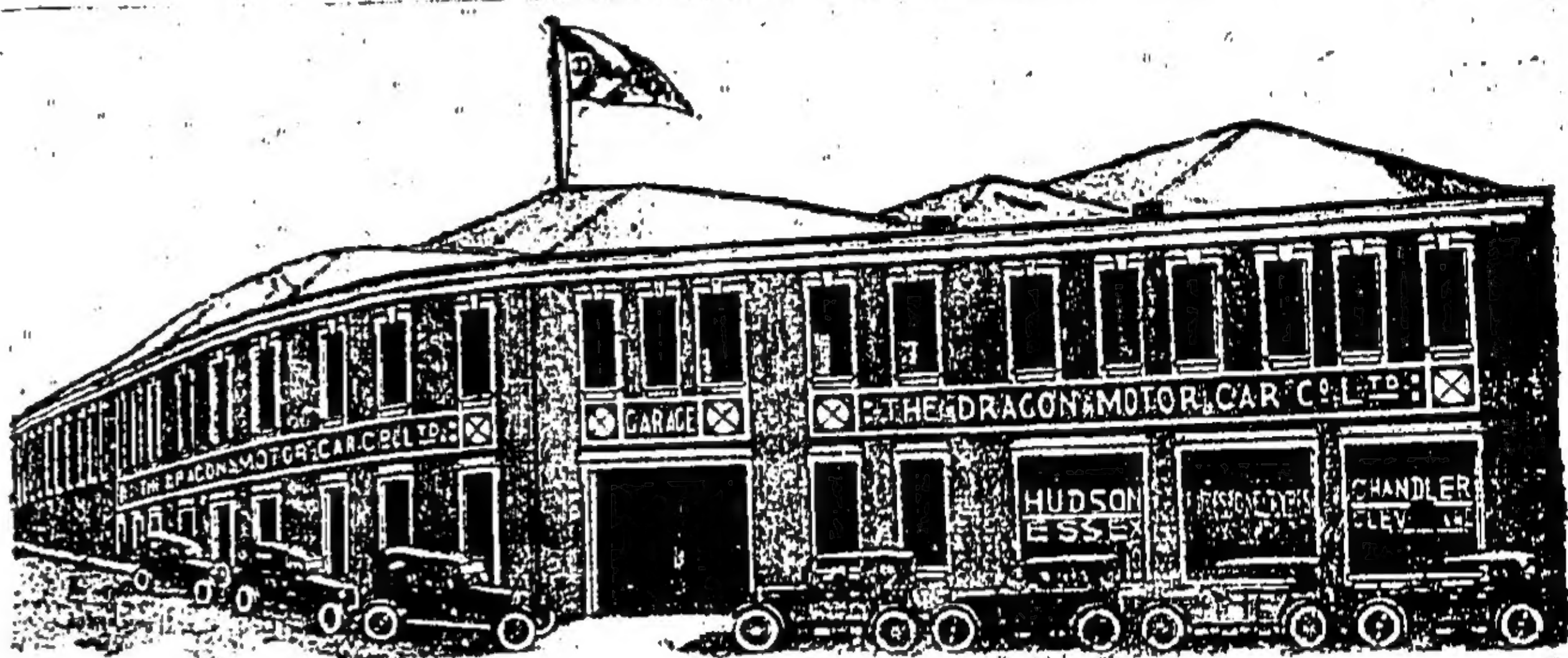
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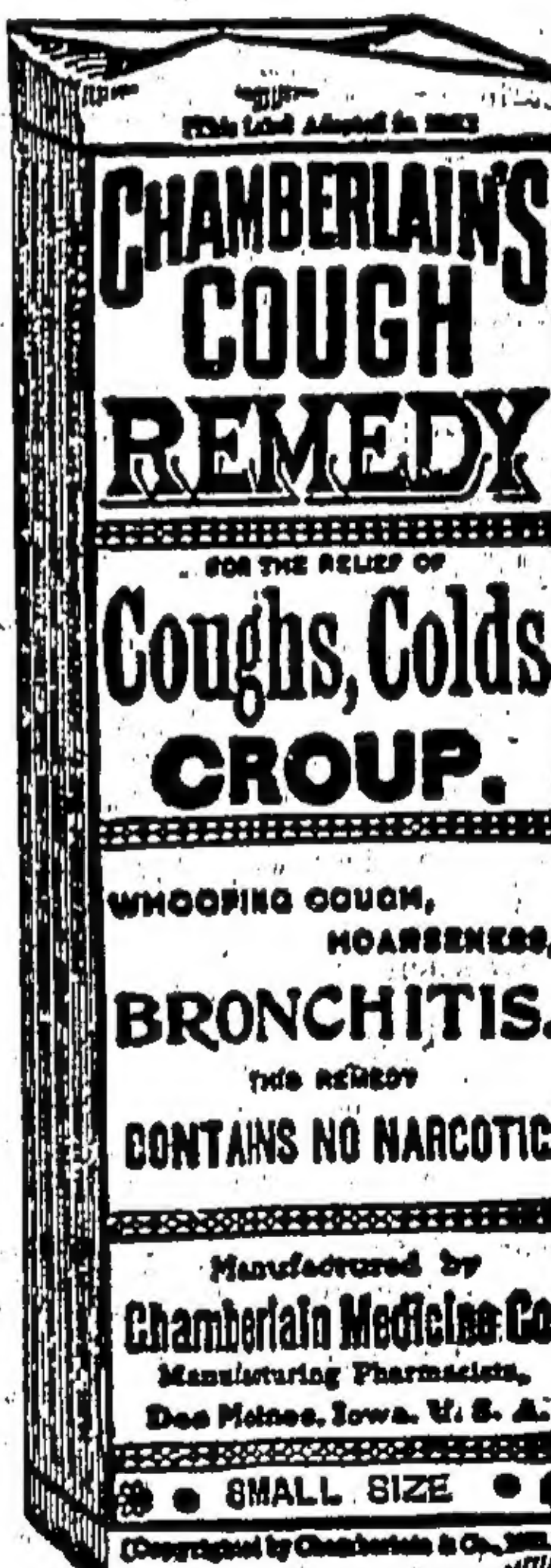
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PRAYER BOOK REVISION.

THE ACTUAL CHANGES.

A WIDE DISCRETION.

[BY BISHOP KNOX.]

It has been asked, "What changes will the Prayer Book revision make in the conduct of the services in ordinary churches?" The first answer is that it need make none, unless the minister has taken advantage of the absence of Church Law to use great freedom in his treatment of the directions of the Prayer Book. In that case it will be open to the Bishop to represent to him that he ought to obey the instructions either of the old Prayer Book or of the new. No new power is given to the Bishop to compel obedience. But speaking generally, ministers who have conformed substantially to the existing Book will not be obliged to make changes.

An alternative Book, however, will be provided, out of which the minister "at his discretion" may choose extracts, and the effect of the liberty so given is very considerable. An exhaustive enumeration of possible variations would fill a volume of considerable size. It will be enough to enumerate the most striking.

(1) Morning Prayer, if followed immediately by the Holy Communion, may begin with the versicle "O Lord, open Thou our lips," and end with the canticle after the second lesson. Other variations are to be found of a less important character.

(2) Evening Prayer may be shortened by an abbreviated exhortation, confession, and absolution, and an alternative ending may be used for all that follows the third collect. A form of date evening service is also provided.

(3) A considerable choice of occasional prayers and thanksgiving is forthcoming, including prayers for missions, for the Conventions, for the National Assembly, for elections, for industrial strife, &c., and among these a commemoration of the faithful departed.

(4) Collects, Epistles, and Gospels are furnished for Christmas Eve, for before dawn on Christmas Day, for the days between Circumcision and Epiphany, for Easter Day, Whit Sunday, for the Visitation of the Virgin Mary, St. Mary Magdalene, the Transfiguration, the Name of Jesus, the Nativity of the Virgin Mary, the Commemoration of All Saints, for festivals of martyrs, of confessors and doctors, and of some others. It is likely that the changes involved in the provision of these new collects, Epistles, and Gospels will be considerably noticed by those who have long associated the old with memories of the great festivals of the Church.

THE HOLY COMMUNION.

(5) It is in the service of Holy Communion that the most notable changes are proposed. The minister "at his discretion" may make it the only service of prayer on Sunday or weekday mornings. (Of evening Communion there is no mention.) Further, "at his discretion" he may wear either a surplice with stole or with scarf and hood, or a white alb plain with vestment or cope. The last words have been supposed by those who have worn them hitherto to cover all the Pre-Reformation Eucharistic vestments. He may use a shortened form of the Ten Commandments, or our Lord's summary of the Law. The prayer for the King must be, and the sermon may be, omitted. The public mixing of the water with wine for consecration is authorized. Various new special Prayers are added before the words "Therefore, with Angels and Archangels." The Prayer of Humble Access is placed immediately after the Absolution, and the Prayer of Consecration is lengthened, after the words of institution, by a thanksgiving for the Death, Resurrection, and Ascension of our Lord, and by the addition of the first Post-Communion Prayer, and the Lord's Prayer, before administration of the Communion.

The effect of these alterations is to bring into high relief the offering of a sacrifice. That sacrifice, by use of medieval vestments and ceremonies, becomes hardly distinguishable, at all events by the ordinary layman, from the Sacrifice of the Mass, especially when there are only two or three communicants out of a large congregation. It is not easy to see that any power is left to the Bishop to find fault with this abuse, as many think, of the Communion Office. The minister may "with the consent of the ordinary" use the whole of the words of administration once only, and after that either the first or the second part of the formula. A prayer commemorating the Blessed Virgin Mary, Patriarchs and Saints, and a thanksgiving for souls in Paradise may form part of the office.

It is here that the ordinary morning church-goer will perceive the principal change. If he comes to church to pray, and does not communicate, all his prayers will be the Lord's Prayer, the Collect for Purity, the Prayer for the Church Militant, and the commemoration of Saints and Souls in Paradise. The other prayers are prayers written for communicants only. Even the confession of sins and absolution are for them alone. In churches where non-communicating communion is discouraged this singular absence of prayers will be true of almost the whole congregation. As to ceremonial, a rubric or declaration against unauthorized ceremonial, inserted by the Conventions, has been erased from the Report to the National Assembly.

Considering the great difference between Morning Prayer as a service of prayer for the whole congregation, and the Communion Service at which non-communicants are almost wholly hearers or offerers of praise, but not partakers in the great central act of communion, it is noteworthy that the change from one form to the other is wholly at the discretion of the minister. The Bishop, if he offers to interfere, may be reminded that the rubric confine his duties to the sanctioning of special collects, and consenting to the use of the formula of administration.

It will be urged, perhaps, that the non-communicant may "with Godly silence and devout meditation, occupy himself," as the first Prayer Book of Edward VI. suggested. There are those who attach a special virtue to prayers offered before the consecrated elements. These will find in the reservation of the consecrated Bread and Wine for use of the sick, allowed in the alternative book, opportunities for "Godly silence and devout meditation"—at other times the celebration of Holy Communion, in spite of the express direction that such reservation is to be only for communicating the sick, and not for any other purpose whatsoever. The efforts of the Bishops to limit reservation of the elements have been singularly unsuccessful. A very slight knowledge of the psychology of religion suggests a tendency to fasten itself upon external objects of acknowledged sanctity.

Occasional Offices must be treated briefly. A choice will be between three forms of Baptism of Infants, two forms of Baptism of Adults, two forms of Confirmation, two forms of solemnization of matrimony, over which it is hoped that bride and bridegroom will not differ, two forms of Visitation of the Sick, two forms of Communion of the Sick, and two orders for the Burial of the Dead. A special collect, Epistle, and Gospel are provided when there is a special celebration of the Holy Communion on the day of burial. It will be noted that by the discretion given to use "extracts" from the alternative book, the diversity of services legalized is almost indefinite.

The latitude of discretion is principally in the direction of uses discarded at the Reformation. If the measure becomes law, the Counter-Reformation in our Church will have gained a victory, with which it is not likely to remain satisfied.—*Times*.

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HAIPHONG via HOIHOW	"FOOSHING" ... Friday, 15th June, Noon.
TSINGTAI via SWATOW	"YUENSANG" ... Friday, 15th June, 3 p.m.
SHANGHAI	"KUTSANG" ... Saturday, 16th June, Noon.
MANILA	"LAISANG" ... Monday, 18th June, 3 p.m.
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TSINGTAI via SWATOW	"TAISANG" ... Friday, 22nd June, Noon.
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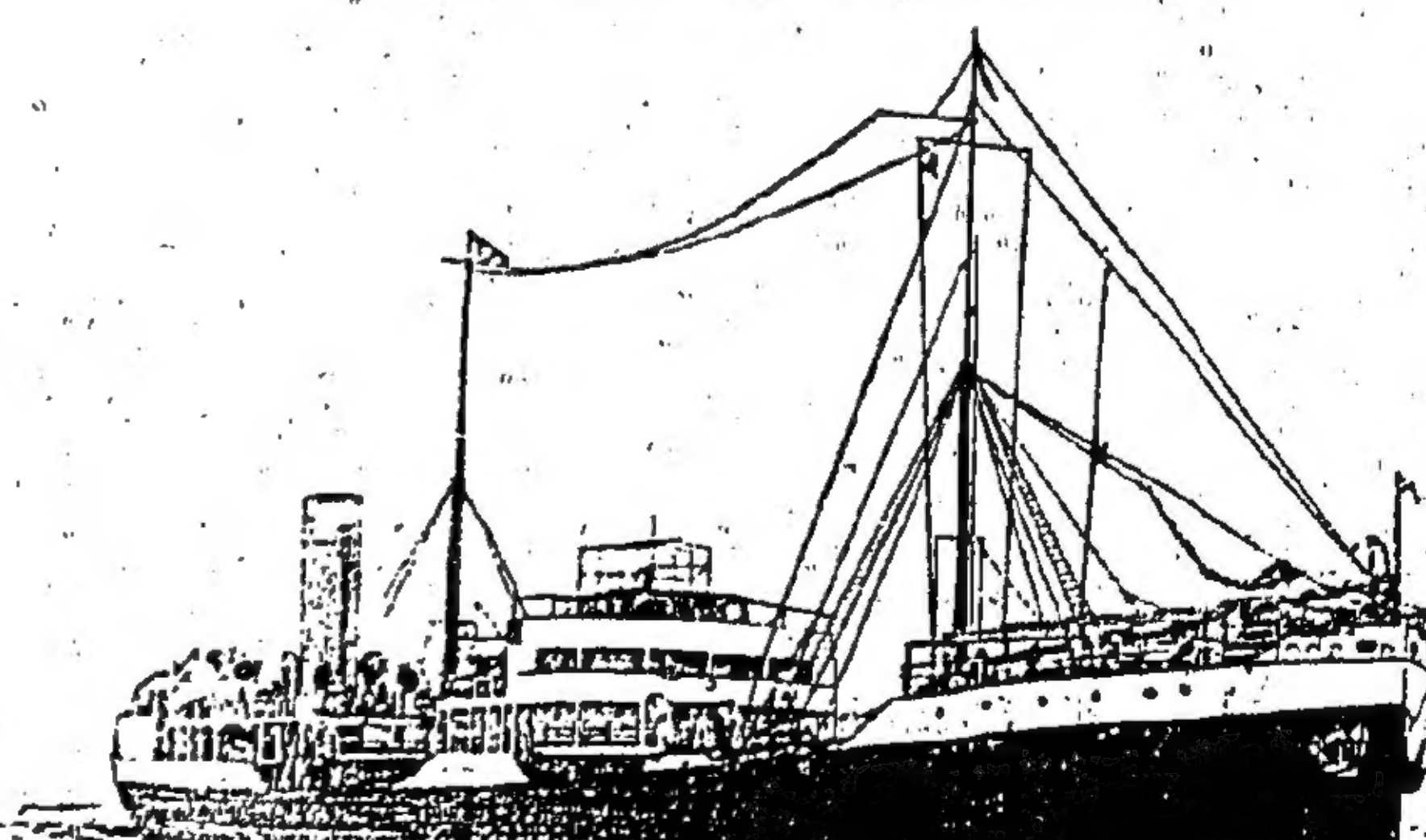
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OIL TANK STEAMER "PALUDINA"

427'0" x 58'1" x 31'0" x 8,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCKS to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager:

R. M. DYER, E. Sc., M.I.N.A., Kowloon Dock, HONGKONG.

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

HOMEWARDS.

S.S. "CITY OF MANCHESTER" 17th July ... Marseilles, London & Hamburg

PASSAGE RATES TO LONDON.

"A" Class Steamers	1st Class £92.—2nd Class £62.
"B" Class Steamers	1st Class £84.—2nd Class £56.
"C" Class Steamers	1st Class £56.

S.S. "C" Class Steamers comprising of the Cargo type which have accommodation for a few passengers but do not carry heavy or bulky cargo.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.
(Tel. Central 780)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF PITTSBURGH"	via Suez Canal	16th June.
"OANFA"	via Suez Canal	16th June.
"KEEMUN"	via Suez Canal	20th June.
"DIOMED"	via Suez Canal	24th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON.

HOLYOAK, MASSEY & CO., LTD., CANTON.

M.

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

M.

Mail Steamers.	Next Sailing from Marseilles.	For Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ANGERS	18th May	19th June	25th June
CHILI	18th May	23rd July	9th July
ORTHOS	18th June	23rd July	23rd Aug.
ANGKOR	18th June	17th July	20th Aug.
CHAMORD	18th June	31st July	3rd Sept.
PAUL LECAT	18th June	31st July	3rd Sept.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ...	£ 55. 0s. 0d.	B CLASS (1st Class) ...	£ 59. 0s. 0d.
STEAMERS (2nd) ...	£ 28. 0s. 0d.	STEAMERS (2nd) ...	£ 32. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (CARGO BOATS).

S.S. "C. MAGES" loading for HAVRE, ANTWERP & DUNKIRK, about 27th June.

S.S. "LE DE MESSIESSY" loading for HAVRE, ANTWERP & DUNKIRK, about mid. July.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3

CONSIGNATION—TRANSHIPMENT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Pass in staterooms. Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHEW

AND RETURN

(Occupying 8 or 10 Days)

HAIFONG	1st Capt. Ellis Walker	Tuesday, 12th June, at 12 Noon.
SAIOHONG	Capt. J. S. Thomson	Friday, 15th June, at 1 p.m.
HAIFONG	Capt. W. G. Thomson	Tuesday, 19th June, at 1 p.m.

* Calling at Amoy for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.,

THE OSAKA MARINE & FIRE INSURANCE CO.,

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKYO

No. 14, PEDDER ST., HONGKONG

**P. & O., British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYP., EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destinations
"SARDINIA"	5,590	13th June, 11 a.m.	Marseilles, London & Antwerp.
"JEYPORE"	5,518	16th June, Noon	Spore, Penang, Colombo & Bombay.
"DELTA"	5,097	17th June	Bombay, Marseilles, London & Antwerp.
"SICILIA"	5,813	25th June	Spore, Penang, Colombo & Bombay.
"MAIWA"	10,241	11th July	Bombay, Marseilles, London & Antwerp.
"RINDERPORE"	5,334	15th July	Singapore, Colombo & Bombay.
"DEVANHA"	5,022	18th July	Marseilles, London & Antwerp.
"RODAN"	5,686	30th July	Spore, Penang, Colombo & Bombay.
"KEIWA"	5,017	8th Aug.	Bombay, Marseilles, London & Antwerp.
"KARIMIR"	5,813	22nd Aug.	Marseilles, London & Antwerp.
"SICILIA"	5,813	24th Aug.	Spore, Penang, Colombo & Bombay.
"MACDONALD"	10,612	7th Sept.	Bombay, Marseilles, London & Antwerp.
"DONGIA"	9,066	21st Sept.	Marseilles, London & Antwerp.
"MANTIA"	10,802	5th Oct.	Bombay, Marseilles, London & Antwerp.
"KARNALA"	9,093	19th Oct.	Marseilles, London & Antwerp.

BRITISH INDIA - APCAR SAILINGS

"JANTS"	4,294	14th June	Calcutta via Singapore & Penang.
"JAPAN"	6,052	24th June	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	7th July	Melb., Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Previous connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The P. & O. Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"ARAFURA"	6,000	13th June, D.L.	Melb., Kobe & Yokohama.
"MALWA"	10,044	16th June, D.L.	Shanghai only.
"SICILIA"	5,813	16th June, Noon	Shanghai only.
"TANDA"	7,000	18th June	Japan via Amoy.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Hongkong while awaiting the on carrying steamer.

First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

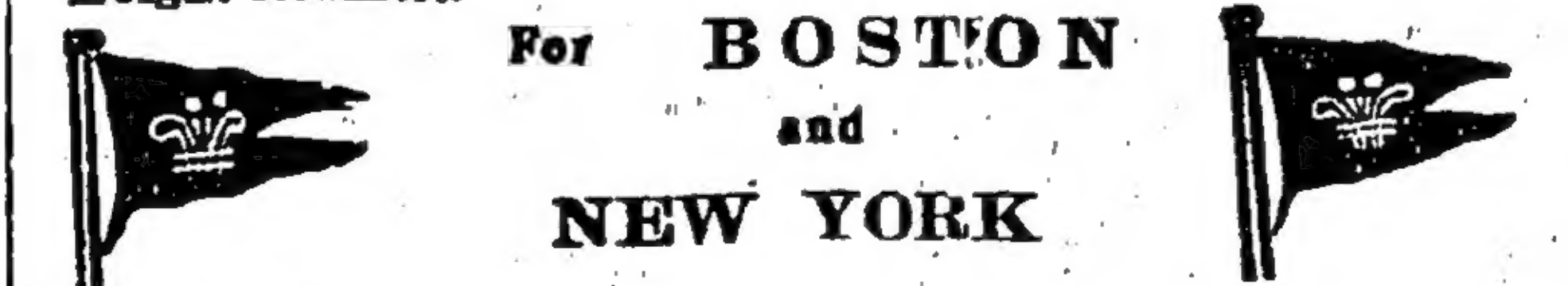
MACKINNON, MACKENZIE & CO.

27, Des Voeux Road Central, HONGKONG.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "GAELIC PRINCE"	on or about 21st June, 1923.
S.S. "ROMAN PRINCE"	on or about 1st July, 1923.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 5184

Telegrams (Faraprice)

(Incorporated in Great Britain)

St. George's Building

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

"AMUR MARU" ... Wednesday, 13th June

RIO DE JANEIRO, SANTO & BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown—Passenger Service.

"SEATTLE MARU" ... Monday, 9th July

BOMBAY—fortnightly service via Singapore and Colombo.

"ANDES MARU" ... Thursday, 21st June

"BURMA MARU" ... Friday, 6th July

SAIGON, BANGKOK, SINGAPORE & DELI—Regular, monthly Passenger Service.

"BUSHO MARU" ... Monday, 2nd July

CALCUTTA—Monthly Service via Singapore and Hongkong

"MALAY MARU" ... Saturday, 7th July

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"ALABAMA MARU" ... Thursday, 14th June

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama and Cuban Ports.

"HAMBURG MARU" ... Saturday, 7th July

JAPAN PORTS—Shanghai, Dairen, Kobe & Yokohama

"AIGUN MARU" ... Sunday, 1st July

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"AMAKUSA MARU" ... Sunday, 17th June, Noon

"KALJO MARU" ... Sunday, 24th June, Noon

TAKAO via SWATOW & AMOY

"SOSHU MARU" ... Thursday, 21st June, 10 a.m.

For sailing dates and further particulars please apply to:

K. SHIMA, Manager.

Tel. Central No. 4990.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
AMOY & SHANGHAI	"SOOCHOW"	On 12th June, D.L.
SWATOW & BANGKOK	"KIANGSU"	On 12th June, Noon.
MANILA	"THAN"	On 12th June, 4 p.m.
PAKHAI & HAIPHONG	"CHINHUA"	On 13th June, 11 a.m.
SWATOW & SHANGHAI	"SUIFANG"	On 14th June, Noon.
SWATOW & SHANGHAI	"KIUNGCHOW"	On 14th June, 4 p.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 16th June, 4 p.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 17th June, Noon.
SWATOW & SHANGHAI & PUKOW	"KANCHOW"	On 17th June, Noon.
AMOY & SHANGHAI	"SZECHUEN"	On 19th June, D.L.
SWATOW & BANGKOK	"KWANGHOU"	On 19th June, Noon.

Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Peking), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "T" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 33.

(JOHN SWIRE & SONS, LTD.) Agents

CARGO & PASSENGER CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.) Agents.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Cebu, Iloilo, Zamboanga, & S. Port.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE

Telephone Central No. 36.

(JOHN SWIRE & SONS, LTD.) Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

S.S. "JACOB"	11th June	Due Hongkong 15th June
		Leave Hongkong 17th June

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, CEBU, ILOILO AND ZAMBOANGA.

U.S.S.B. "West Sequana"	11th June	Due Hongkong 25th June
		Leave Hongkong 29th June

TO MANILA AND SINGAPORE.

U.S.S.B. "West Ivan"	11th June	Due Hongkong 15th June
		Leave Hongkong 18th June

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building,

Phone Central No. 3008.

G. P. BRADFORD, Res. Agent.

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DODWELL & CO., LIMITED

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR NEW YORK & BOSTON via SUEZ

S.S. "WRAY CASTLE" ... sailing on or about 10th July.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted, for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

FOR BRINDISI, VENICE & TRIESTE

S.S. "FIUME-L" ... sailing on or about 4th July.

S.S. "DUCHESSA D'AOSTA" ... sailing beginning of August.

FOR SEANGHAI, YOKOHAMA & KOBE

S.S. "DUCHESSA D'AOSTA" ... sailing on or about 5th July.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Agents.

POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
U.S.A., JAPAN AND SHANGHAI	Per. Piece	12th June
STRAITS	Miles. Mails	12th June
London, Letters via Brindisi, 15th May.	12th June	
SHANGHAI	Per. Piece	12th June
MANILA	Per. Piece	12th June
SHANGHAI	Per. Piece	12th June
AUSTRALIA AND MANILA	Per. Piece	12th June
SHANGHAI	Per. Piece	12th June
BOMBAY	Per. Piece	12th June
SHANGHAI	Per. Piece	12th June
London via Suez (Letters & Papers)	12th June	
London, 17th May, & Parcel, 9th May.	12th June	
STRAITS	Per. Piece	12th June
U.S.A., JAPAN & SHANGHAI	Per. Piece	12th June
STRAITS	Per. Piece	12th June

OUTWARD MAILS.

For	Per	Due
Bangkok	Per. Piece	Tuesday, 12th, 8.00 A.M.
Haiphong	Per. Piece	10.30 A.M.
Bangkok via Swatow	Per. Piece	11.00 A.M.
Bangkok, Amoy and Fuzhou	Per. Piece	Noon
Port Bayard	Per. Piece	1.00 P.M.
Saigon	Per. Piece	2.00 P.M.
Java via Batavia	Per. Piece	3.30 P.M.
Manila	Per. Piece	4.00 P.M.
Hankow and Haiphong	Per. Piece	5.00 P.M.
Strait, Ceylon, Mauritius, L.	Per. Piece	5.00 P.M.
Marquesas, South Africa, India via	Per. Piece	5.00 P.M.
Dianah, Aden, Egypt & EUROPE	Per. Piece	5.00 P.M.
via MARSEILLES—due Marseilles	Per. Piece	5.00 P.M.
12th July	Per. Piece	5.00 P.M.
Pakel and Haiphong	Per. Piece	5.00 P.M.
Takao	Per. Piece	5.00 P.M.
Saigon	Per. Piece	5.00 P.M.
Hankow and Haiphong	Per. Piece	5.00 P.M.
Shanghai, Japan, Canada, U.S.A.	Per. Piece	5.00 P.M.
Central & South America, &	Per. Piece	5.00 P.M.
EUROPE via VANCOUVER, B.C.	Per. Piece	5.00 P.M.
due Vancouver, 2nd July	Per. Piece	5.00 P.M.
Manila and "San Francisco—due San	Per. Piece	5.00 P.M.
Francisco 16th July	Per. Piece	5.00 P.M.
Shanghai, Japan, Canada, U.S.A.	Per. Piece	5.00 P.M.
Central & South America, &	Per. Piece	5.00 P.M.
EUROPE via VICTORIA, B.C.	Per. Piece	5.00 P.M.
due Victoria, B.C., 4th July	Per. Piece	5.00 P.M.
Ship sails 12th inst., 10 a.m.	Per. Piece	5.00 P.M.
Swatow, Amoy and Fuzhou	Per. Piece	5.00 P.M.
Manila	Per. Piece	5.00 P.M.
Swatow, Amoy and Keelung	Per. Piece	5.00 P.M.
Manila	Per. Piece	5.00 P.M.
Shanghai and Japan	Per. Piece	5.00 P.M.
Swatow, Amoy and Fuzhou	Per. Piece	5.00 P.M.

FROM SHANGHAI BRANCH FOR

ON WEEK-DAYS	ON SUNDAY	ON HOLIDAY
Canton and Samahai	7.30 A.M.	7.30 A.M.
Tai Ping Tang	9.30 P.M.	9.30 P.M.
Shik Ki	9.30 P.M.	9.30 P.M.
Kongmoon	9.30 P.M.	9.30 P.M.
Kaukung	9.30 P.M.	9.30 P.M.
Wachow	9.30 P.M.	9.30 P.M.

*Correspondence bearing vessel name only

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE (Direct)

"ADRASTUS"	18TH JUNE	London, Rotterdam & Hamburg.
"TEIRESIAS"	25TH JUNE	London, Rotterdam & Dunkirk.
"MACHAON"	2ND JULY	London, Rotterdam & Hamburg.
"TROILUS"	16TH JULY	London, Rotterdam & Hamburg.

LIVERPOOL SERVICE (Direct or via Continental Ports).

"PHEMIUS"	20TH JUNE	Genoa, Marseilles, Liverpool & Glasgow.
"CYCLOPS"	18TH JULY	Marseilles, Havre, Liverpool & Glasgow.
"NINGCHOW"	20TH JULY	Genoa, Marseilles, Liverpool & Glasgow.

PACIFIC SERVICE (via Kobe and Yokohama).

"PHILOCTETES"	3RD JULY	Victoria, Seattle & Vancouver.
"TYNDAREUS"	24TH JULY	Victoria, Seattle & Vancouver.

NEW YORK SERVICE (via Suez or Panama).

"OANFA"	16TH JUNE	via Suez.
"KEEMUN"	25TH JUNE	via Suez.

PASSENGER SERVICE

"TEIRESIAS"	25TH JUNE	for Singapore & London.
"SARPEDON"	9TH JULY	for Shanghai.
"SARPEDON"	7TH AUG.	for Singapore, Marseilles & London.
"PATROCLUS"	4TH SEPT.	for Singapore, Marseilles & London.
"MENTOR"	17TH SEPT.	for Singapore & London.

FOR FREIGHT, PASSAGE, RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.) AGENTS.

COMMERCIAL OPENING QUOTATIONS.

11th June, 1933.	
On LONDON—	
Telegraphic Transfer	100/10
Bank Bill, on demand	100/10
Bank Bill, at 30 days sight	100/10
Bank Bill, at 4 months sight	100/10
Credit, at 4 months sight	100/10
Documentary Bill, at 4 months sight	100/10
On NEW YORK—	
Bank Bill, on demand	80/0
Credit, at 60 days sight	80/0
On HONGKONG—	
Telegraphic Transfer	100/10
Bank Bill, on demand	100/10
On CALCUTTA—	
Telegraphic Transfer	100/10
Bank Bill, on demand	100/10
On SHANGHAI—	
Bank Bill, at sight	100/10
Bank Bill, at 30 days sight	100/10
On YOKOHAMA—	
Bank Bill, on demand	100/10
On MANILA—	
Bank Bill, on demand	100/10
On SINGAPORE—	
Bank Bill, on demand	100/10
On BATAVIA—	
Bank Bill, on demand	100/10
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